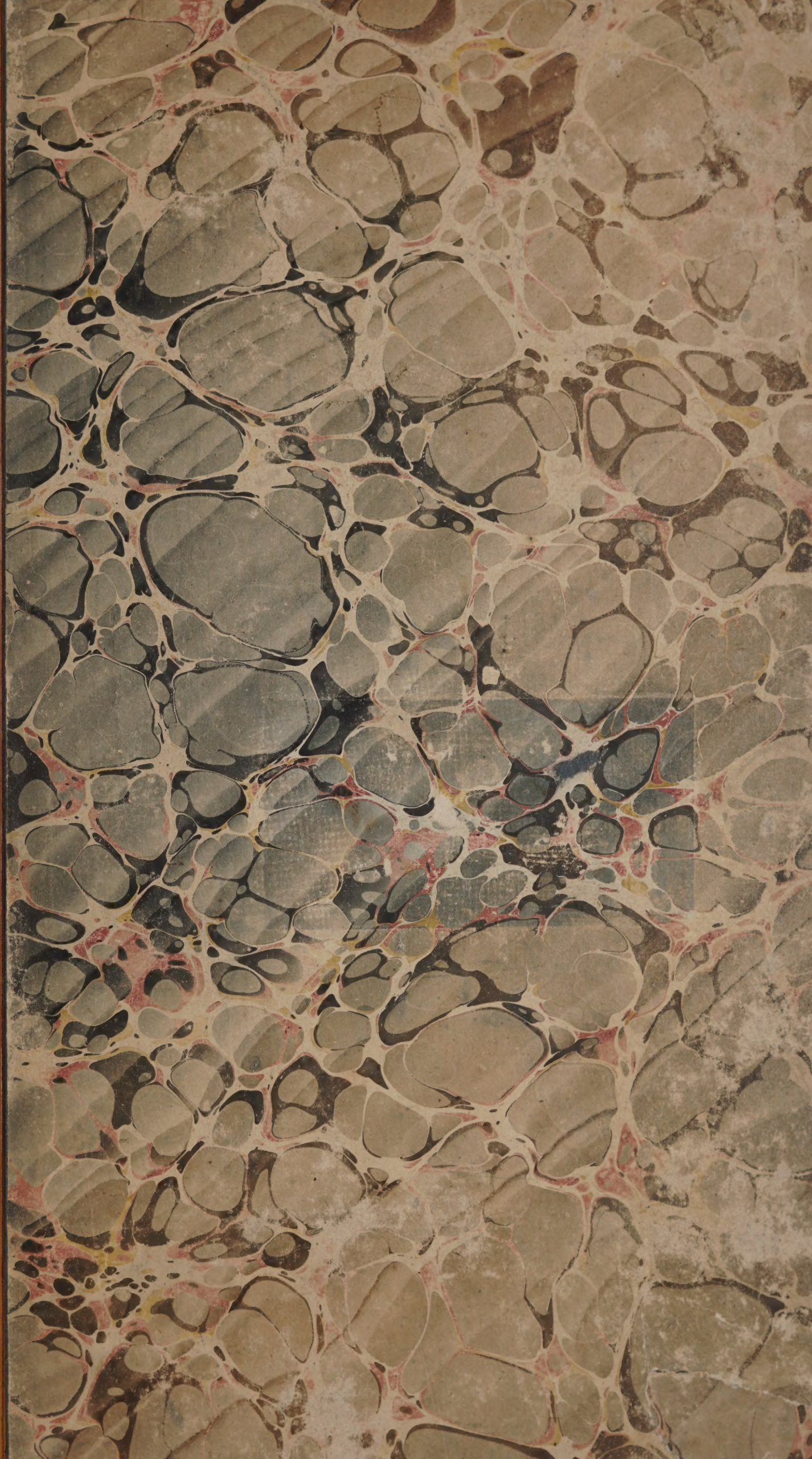






John A. Cook

Provincetown

Mass.

Bk Coral

San Francisco

Home drink for Temperance
One Spoon ground ginger
" " Cream Tartar
" " Bist Yeast
" " Molasses
6 Quarts Cold water Mix let stand few
hours until it begins to ferment bottle &
set in cool place, in 8 hours it will be
good it is very wholesome



Recipe for Indigestion

1st Course of Sarsaparilla

Syrup of Iron 3 oz

Quinine 3 drachms

Strychnine 1 grain

Loss of sleep

Opium & Strychnine

1 grain each

Rheumatism

Opium pul, ipecac pul & a potassae citrat 3
Guaiac Resin pul & a misce, at divid char
no. 7, 3 dose one to be taken ~~etc~~ syrup every
4. 6. or 8 hrs.

Another

Take lemon juice in dose one or two
fluid ounces 4 to 6 times a day rub well
with Spts turpentine

Indigestion

Colombo contus Zingiber contus (a at 3)

Senna 3 ij; ag. bullen 4 q.

fiat infusum.

Drink glass 2 or 3 times daily

for sun Cholera equal parts
teaspoon in 4 Tablespoon water
Every 4 hours until relieved
This good for saliv. of bowels
one dose in 24 hours

Tricincture Opium

Capricum

Rhubarb

Essence Peppermint

Spts Camphor

Rest while being treated for Rheumatism
New milk with little flour & put in Sarsaparilla
with boiled Celery, serve warm with pieces of
toast eat with potatoes & pain will soon
cease Celery should be cut into bits boiled
in water until soft & water drank by the
patient. When blood is alkaline there is

Cataract Cure 1 Pint Warm Water.
Bicarbonatē Soda 40 Grs.
Boric Acid. 150 "
Common Salt. 20 "
Alum 1 Pinch.

every morning to be run through nostrils from Fountain Springs

Journal of whaling voyage in bark local Capt
 W. H. Wicks that sailed from San Francisco
 Nov 15th 1887 for Right whaling in Yellow Japan^{3d}
 Okotok seas

Capt W. H. Wicks.
 1st officer J. A. Cook.
 2nd " E. E. Baker.
 3rd " David Butler.
 4th " Thom Mulligan.

Sunday Nov 15th

12 M weighed anchor
 Towed to sea 3 P. M. Tow boat left us 5 P. M. passed
 5 Staralyns bearing S. W. 8 miles distant ship
 heading S. W. Star track finished F. J. Gallant sail.

Wed 16th

Thur 17th

Frid 18th

Sat 19th

Pleasant weather wind A. E. fine ship looking
 1 horse pumping out of 24 hours.

Dec 4th

10 A. M. sighted Inlaki island shortened sail
 hauled to wind for the night. fresh A. E. trade.

" 5th

Strong E. S. E. wind daybreak kept off sun down
 A. S. Ids Inlaki

" 6th

Fresh E. S. E. wind at 11 A. M. Capt Wicks went
 ashore at Honolulu ship lying off land on.

" 7th

Fresh A. E. wind 2 A. M. received word from
 Capt W. to bring ship in to morrow 8 A. M.

" 8th

1st A. M. took Tag & pilot anchored in harbor
 2:15 A. M. 3 P. M. hauled out on Railway for
 repairs.

Dec 8th

15 repairing ship on Railway
 launched 15th ship went outside at
 5 P. M. in charge of 1st officer Capt Wicks
 5 men and 1 boat started ashore.

9th

Fresh trade at 12 M. Capt W. and 5 men
 came aboard kept off S. W.

Passage to Ladrone Islands 1887 & 1888

Dec 7th to 20th

Time light easterly winds course S. S. W. & W. by S.

" 20th to 24th

Light easterly weather course S. W. to W. by S.

24th to Jan 1st (12th) Unsettled squally

Jan 1st In Baker raised shoal small sperm whales strong breeze S. W. did not get near enough to lower boats. 172.17 16.09

Jan 2nd

In Baker raised beach in horizon to windward saw nothing more of it

Jan 5th to 8th

Jan 8th Quits Ladrone S. E. Trades Lat 74.18 E 175.56
(From Jan 8th to 24th)

Light S. E. Trades course W. 1/2 S.

Jan 24th Anchored Seyfan no potatoes to be had

Thurs 26th Sailed for Tinian at 8 A.M.

with 12 pigs few potatoes & corn & 8 tr. chickens

10.30 A.M. anchored Tinian

Sat 28

Sailed from Tinian at 6 A.M. for Rota got few chickens & very few potatoes.

Arrived off town at Rota 4 P.M.

Sun 29 Capt Hicks went ashore, came off at 12 M. with dry coconuts 200 oranges few chickens.

Mon 30 Capt Hicks went ashore at 1 P.M. with two boats. returned at 4 P.M. with two loads yam potatoes and 180 oranges. Chas McGray deserted. wind S. E. fresh ship by wind star tack heading N. E. W.

Passage to Yellow sea 1888

Tues 31st

6 A.M. kept off N. H. & R.
fresh breeze S.E.

Wed Feb 1st to 3rd

Strong breeze cloudy weather with some rain
Lat 4th

Rough ship under lower topsails different
tacks wind from S.W. to N.W. Lat 17.55

Thurs 5th

Strong breeze N.W. ship on star tack
batter part clear wind N. fresh with
strong tide into ship star tack. Lat 19.05

Mon 6th

Light breeze and rain from N. course N.W. by
employed repairing masts.

Tues 7th

Light wind N. course S.W. to N. put house
aloft.

Wed 8th

Light from N. to E. fine course N.W. by
batter part same.

Thurs 9th

Fresh breeze N.E. cloudy & rugged course N.W.
Lat 22.26

Frid 10th

Fine light breeze N.E. course N.W. by
Lat 23.26

Sat 11th

Fine fresh breeze S.W. course N.W. by N. to N.W.
Lat 7 P.M. by Star Laforelle 23.27

Sun 12th

Strong breeze N.W. to N.E. at 6 A.M. raised the
island of Nam-mi-sang one of the Lu Chu groups
at 6 P.M. Nam-mi-sang bore N.E. 30 miles
ship heading N.W. by N. on star tack
Lat 12 M. 25.58.

Mon 13th

Light wind frequent drizzly squalls from N.E.
to E. batter part light air S.E. to S.W. with fog
squalls course N.W. by N.
Lat 27.25 Len about 126.

Yellow Sea February 1888

Tues. 14.

Fore part moderate gale N.E. ship on star tack
6 A.M. set reef N. T. sail & main. T. staysail
Latter part same much rain.

Wed 15

Fore part strong breeze N.E. ship on star tack
Latter part same ship on port tack until
6 P.M. when more ships came all day saw
one humpback and a star behind N.E.
passed out of Japan stream on to edge
of banks at 10 A.M. Came back to hit again
at 2 P.M.

Thurs 16

Fore part calm thick drizzling course N.E.
Latter part strong breeze N. thick rain
ship port tack.

Fri 17

Fore part thick rainy wind N. fresh
ship port tack. Latter part same. Ship under
reef. 5 f. sails. Spanker & Jib.

Sat 18

Fore part heavy rain fresh breeze
N.E. & E.N.E. ship star tack. Reefs
to sails out course furlled.
Latter part same 6 A.M. came away
under botelay fur & out another.
No etc

Sun 19

Moderate gale N.E. rain ship on star tack
6 A.M. to sail saw whale back to windward
Latter part same came around port tack
set 6. 7 f. sail

Mon 20

Lat 29.10 Lon 125.25 It
Fresh breeze N. clear latter same good fair
whaling weather Lat 29.03 Lon 125.00

Tues 21

Rain fresh breeze N.E. latter same broke
bolt to fly jib guys 3 P.M. Capt McKane
of bark Oystia came aboard stopped an
hour & returned before id clear

Yellow Sea February '88

Wed 22nd

Fine part quite fresh breeze S. E.
Ship star tack saw 2 fish boats
batter same ship port tack back by day sight
Lat 30.16. Lon 125.

Thurs 23rd

Fine part quite fresh S. fine one sail in
sight. batter part same. 30.16 N. 125.30

Frid, 24th

By whale ground saw nothing but by day
fresh breeze S. E.
Lat 30.40 Lon 126.30 E

Sat 25

Thirty miles S. of Lurant fine light air.
E. ship star tack. batter part light air S. course
C. one whale back one ^{steamer} and fish boat in
sight set up another botelay.

Sun 26

Moderate gale S. E. all day S. M. to fail out.

Mon 27

Fine part light air S. course S. batter part
nearly calm lat 2 P. M. raised two Right whales
lowered 4 boats whales shy could not strike.
Lat 31.50 Lon 126.55

Raised
E. skin

Tues 28

Fine light air S. 2 P. M. raised 2 Right
whales H. B. struck at 5 P. M. saved one
got him alongside at 6.30. lowered H. B. & L. B.
 Lat 31.40 N. Lon 126.05

Raised
by 2
batter

Wed 29

Fresh breeze S. E. fear the thick saw
several Right whales did not lower
by 3 whales going quick to S. E. batter part
rain started work. Saw by day

Raised
by 3
batter

Thurs Week 1st

Fine part rain quite fresh breeze S.
4 boiling at 10 A. M. saw Right whale going
quick did not lower no chance
batter part fresh breeze S.
Lat 30.47 Lon 125.58

Yellow Sea. March 1888

at Wed 3rd

Force part calm. latter light breeze
A. & gamrod bark Lydia had seen nothing

Mon " 4th

Course in with rain strong breeze
A ship star tack L. M. to fairsail out
latter part wind N. N. W. ship port tack
down to fairsails out

Mon " 5th

Course in with strong breeze A. continues through
the day bark Lydia out of sight at P. M.
Lat 30.33 Long 125.45

Mon " 6

Force part quite fresh breeze A. at 4 P. M.
hove in 4 boats for 2 Right whales L. B.
struck & saved one.

Wed " 7th

30.40 126

Force part light air "A. at 7 A. M.
hove in 4 boats for 2 Right whales did not
see them out of boats carry aboard at
11 A. M. 4 P. M. hove in for 2 more
could not strike started work 3

Thurs " 8

Lat 30.40 Long 126

Course in with rain light wind S.
ende same bark Lydia in sight. Local boiling

Frid. " 9

Course in with strong breeze from
S. ende same finished boiling stored
down 68-26. + 73 = 143-26 total

Sat " 10

Clear & fine light wind S.
bark Lydia in sight Lat 30.20.20 miles to far S.

Sun. " 11

Force calm Lydia & 2 ships in sight
Lat 30.21 20 miles to far S.

Mon " 12

Calm & light air S. E. Lydia & 4 ships in sight
Lat 30.58

Yellow Sea

7

Tues Incht 13th

7 Cattle foggy with light wind A.
saw 3 Humpbacks and what supposed
to be a Right whale to far to windward to lower

Wed 14

Cloudy wind A. quite fresh

30.42 125.50

Thurs 15

7 Fine quite fresh breeze N.E. bark Sydia
in sight to A. boiling katter same

30.50 126.47

Frid 16

Cloudy light E. katter same strong E.S.E.

Sat 17

Strong breeze N.W. until 3 P.M. when
moderate some saw bk Sydia.

Sun 18

7 Light air first part lowered for 2 Right
whales O.B. went on boatmen missed with
good chance, katter part strong breeze
A. saw several more whales could not
get in position to lower saw bark Sydia
with boat down.

Lat 31.10 Lon 126.50

Mon 19

Strong breeze A. ship under lower to sail
katter part quite moderate set W. to fire

Tues 20

7 Fine nothing seen

Lat 31.05 Lon 126.50

Wed 21st

7 Fine part light air E. katter same one said
in sight

Lat 31.25

Thurs 22

Light breeze E. saw bark Sydia take a whale

Lat 31.30 127.10

Frid 23

7 Light breeze E. fine bk Sydia cutting in
saw two Right whales overboard low
lost one of them did not lower
board & see care

Lat 32. Lon 127.10

Sat 24

Yellow Sea

Sat March 24th

Four part cloudy wind S.
quite fresh. Across Ocean no sight.
Heated part comes W. by S. nothing in
sight

Sun " 25

Four part partly foggy wind N. W.
quite fresh. Heated cloudy fresh breeze N.

Mon " 26

Four part fresh N. Heated
moderate saw some fish boats

Tues " 27

Four part wind fresh breeze
E. Heated part strong with wind from E. S. E.
B. W. topsail & storm staysails star tack

Wed 28

Four part fresh breeze N. cloudy
Heated N. W. saw Wk. Hydria

Thurs 29

Four part fresh breeze N. E.
Heated part same spoke back Hydria

Fri 30

Four part fog light rain light air
all quarters Heated part same hauled
back Hydria & Right whales
Lat 31.42 Long 126.50

Sat 31st

Strong breeze N. W. Hydria in sight
Lat 31.45

April 1st '88

Begin strong breeze N. W. clear
Ship first tack under lower topsails
Heated part now moderate set W. W.
topsail

Lat 31.47

Yellow Sea April. 88

9

Mon 2^d

Rainy light air A. ship working S. E.

Tues 3rd

Fresh breeze A. ship working North.

Wed 4th

Calm saw land 35 miles E. Lat 32.14

Thurs 5th

Rain wind S. E. to S. E. corner (4 by 6) until 3 P. M. then S. W. No Obs

Frid 6th

Fresh breeze A. E. Quclart island in sight to A. N. W. latter light breeze Lat 32.44

Sat 7th

Light breeze A. E. 11 A. M. sighted Pecke Ears thickened around 5 P. M. wind E light come A. E. by N.

Sun 8th

Light air all quarters Lat 33.20

Mon 9th

Fresh breeze A. E. lower topsails star tack 1 P. M. kept off wind 40 miles S. W. by S. Lat 33.35

Tues 10th

Strong breeze A. E. 6 P. M. topsails out latter moderate from A. N. W. some stars seen

Wed 11th

Force part wind N. N. W. light ship port tack until 7 P. M. then calm Lat 33.44

Thurs 12th

Light breeze A. E. Two islands in sight to E. N. E. 40 miles dist saw Humphreys Lat 33.47

Frid 13th

Force part fresh breeze A. E. Ship working through Korea straits latter came up close to S. point. Saw some got some fish from a fish boat

Japan, Sea. April 1888

Sat 14

Fine part fresh breeze N.E. ship working through West Korea Straits latter part light 6 P.M. passed N. point Tsushima on star tack.

Sun 15

Fine part strong breeze S.E. corner N.E. until 11 A.M. when came to wind on star tack under E.M. to sail. 1 P.M. fresh E.M. to sail strong gale. Saw whale suppose a Right whale

Mon 16

Fine part fine wind S.W. light corner N. plenty finbacks latter part wind S. light corner N. N.E. 3 P.M. passed between Kincoent rocks & Nagasaki island.

Tue 17

Fine part fine wind S.W. light corner N.E. 4 P.M. raised several Right whale. lowered 5 boats returned at sunset without success

Wed 18

Fine part fine wind N. fresh 9.30 A.M. lowered 3 boats for a Right whale E.B. struck & saved one took him to ship cut etc. N.E. Nagasaki island. Lat 38.21 Lon 132.30

Thurs 19

Friday 20. Came in with fine weather striking 7 A.M. lowered 4 boats for a Right whale could not succeed in striking.

Sat 22nd

Fog moderate from S. finished striking strand down 74 bbls 16 gal

143.	26
228.	3 1/2

Total 21 bbls 2 casks on deck

Sun 22nd

Butter

Fine part fog wind N.E. light latter cloudy 2.00 P.M. lowered 3 boats for one Right whale returned at 6 P.M. without success. 38.21 132.20

Japan Sea April 1888

Nov 23 Cloudy wind A. C. quite fresh. Latter clear.
Dec 24

Time wind light all quarters but old lit 3/4 by lit.
Lat 38.11 Long 132.47

Dec 25

Four part light D. look in S. B. put
out another. Latter fresh D. ship on star
tack. Lat 38.29

Nov 26

Four part fresh breeze smoky ship on star
tack. Latter moderate ship first tack
passed C. P. Morgan 140 sp since leaving
San Francisco C. P. Hermon in sight
to leeward.

Dec 27

Four part light wind fine smoky C. P.
Baker Hermon seen no whales since leaving
San Francisco C. P. M. returned at boat
for 2 Right whales returned at 7 P. M.
without success. Lat 38.53 Long 133.18

Dec 28

Dec 29

Four part wind light all quarters
smoky C. P. Hermon & Morgan went
out of sight to S. W. 8 A. M. arrived 3
boats for 2 Right whales, cannot aboard
at 10 M could not strike.
Lat 39.10 Long 133.10

Nov 30

Four part fresh breeze A. C. plenty finbacks
Latter part light. Lat 38.54

Nov 31

Four part light A. Latter same.
finbacks in sight. Lat 38.55

Dec 1

Came in strong S. W. course A. E. by E.
Latter part calm luffed to on first
tack.

Japan. Sea May 1888

June 1st

Course in and out fine light air. S.

Lat 36. 13.13

Wed 2^d Course in with quite fresh breeze
A. course & some furbacks in sight.Thurs 3^dCourse in with fresh breeze. A. P. Ship
in different tacks latter part same
at 6 P.M. saw two whales, 15 windward
supposed to be Right whales also one
Shark seen

Lat 37.20 Lon 135.40

Fri 4thLight P.M. P. latter fresh breeze gained
back by day two whales reported Cape Horn Pigeon
seen

Lat 38.52

Sat 5thCourse in & out with light north wind latter
part course S.Sun 6thFog partly foggy some furbacks course
P.M. P. for White rock

Lat 39.30

Mon 7thFog part light fog mid clear latter
light and A. course P.M. P.Tues 8thFog part fog mid partly clear latter
light fog course P.M. P. A. wind light

Lat 40.18

Wed 9thFog part fog wind light all day
latter part partly clear light some furbacks
in sightThurs 10thFog part fog wind P.M. light latter
part clear fresh breeze. S. some furbacks
in sight

Lat 40.30 Lon 130.

May

- Frid 11 Force part strong S.W. cloudy White
 Rock in sight mid rain strong S.E.
 Batter like calm White Rock S.W.
 Cape Beirut S.W. 20 miles.
- Sat 12 Force part fresh breeze S.W. cloudy Cape Beirut
 in sight Batter part same course S.W. for
 middle ground
 Lat 41.10
- Sun 13 Force part fresh breeze S.W. cloudy Cape Beirut
 plenty finbacks Batter part same course
 Obd finbacks very scarce
- Mon 14 Force part fresh S.W. ship on different
 tackes Batter moderate at dark raised from
 land Eight whals going quick to N. did
 not lower boats
 37.21 13.35
- Tues 15 Force part light S.W. ship on different
 tackes saw the Lydia Batter part same
 gained Lydia nothing since last report
 37.18 13.31
- Wed 16 Force part light S.W. Lydia in sight Batter
 part same plenty birds some finbacks in sight
 37.21
- Thurs 17 Force part light S.W. fog two Junks sight
- Frid 18 Light air E.
- Sat 19 Calm cloudy three Junks sight
- Sun 20 Calm rain Batter light S.W. came White
- Mon 21 Light S.W. gained Stamboul & Lydia
 Stamboul then repaired mizzen staysail
- Tues 22 Course in calm Cape Katamure in sight
 Batter light air S.W. ship on star tack
 repaired & sent to Stamboul staysail

Japan May '88

Wed 23

Course in light A. clear ends course
employed setting up, boats, some
finbacks back Lydia plenty fish Cape Katarina
in sight.

Thurs 24

Course in light S. back Lydia sight
Latter midday S. N. Lydia out of sight
Cape Katarina some finbacks seen.

Friday 25

Windy cloudy fresh breeze S. back Lydia &
Chas H. Morgan in sight. Battered, part same
missing off No wind island
Lat 40.50 N. 138.10

Sat 26

Course in light S. near 3 whales sight
O. Sina sight S. N. Battered fairly foggy
40.40 138.40

Sun 27

Course in light clear light S. ground
Stamboul & Lydia in sight Battered same
N. W. Lydia behind for whales got nothing
40.45 138.45

Mon 28

Course in light S. cloudy back Lydia & O. S. N.
in sight sent letter to Japan and Japan

Tue 29

Course in light air S. fog light rain ends fog.

Wed 30

Course in fog light wind S. Battered part calm clear

Thurs 31

Course in fog continue with light breeze O. S. N.
until 4 P.M. then clear O. Sina in sight to N. E

Fri June 1st

Course in with fresh breeze S. N. Battered calm
rain saw O. Sina bearing E by N.

Sat 2d

Cloudy one Whales in sight Battered clear light
wind S. O. Sina & N. Sina in sight.

June 88

Sun 3rd

Come in fine light with wind @ Sina in sight
to A. & also 2 Whale barks. Latter quite fresh.

Mon 4

Come in fog light again squally wind @ quite
fresh gale. A. H. Kummars chrysocephala Cape
Horn Pigeon taken Cor & calf 5th July 1888
H had seen whale 11 times since May 2nd

Tues 5

Come in with fresh breeze A. H. at 10 M.
15th saw Right whale going quick to windward
latter part moderate at 4 P. M. lowered
for still Right whale to windward saw
him but was rising out of the boat
Saw two ships to the windward whaling
Lat ^{40.16} 39.16 Lon 138.00

Wed 6

Come in light and A. clear 12 M. breezed
for what we supposed was right whale proved
a Dolphin. Latter.

Thurs 7

Come in fresh breeze S. Cape Katmanua by dia
is one stored back in sight latter part calm
some finbacks in sight

Fri 8

Come in smoky quite fresh S. Stambow
& by dia in sight whaling
Lat 40.40 139.

Sat 9

Come in strong A. H. Latter moderate

Sun 10

Come in light S. H. clear @ Sina in sight
21 miles to A. & E. middle cloudy 10 A. M. Tossing
A. H. for Hoodlands. Latter rainy wind Whig

Mon 11

Come in light S. H. middle calm
latter light breeze A. 21 miles @ Stambow R

Woodlands June "88

- Tue 12 Course in light N. ends light S. E.
 corner A. H. Humpbacks & Finbacks sight
 Lat 42.07
- Wed 13 Course in light air S. corner A. H.
- Wed 16 11 A.M. lowered 3 boats for one Right
 whale B. B. went on hayhooked.
- Thurs 14 Course in squally wind quite fresh A. H. & E.
 at 12 M. saw land off Woodlands latter same
 morning S. to S. W.
- Fri 15 Course in fine wind S. E. quite fresh
 (note) 6 A.M. lowered 4 boats for what we supposed
 17 was Right whale returned at 7.30
 without having seen him from boats
 latter first starting S. W. along the
 Woodlands off American Bay 30 miles
 at 6 P. M. Lat 43.21
- Sat 16 Course in fine light wind S. W.
 steering N. E. along the coast to west.
 latter same sent one Star some
 Finbacks Lat 42.07
- Sun 17 Course in thick fog wind S. W. fresh continued
- Mon 18 Course in with calm and baffling air
 at 8.30 A. M. lowered 3 boats for a Right
- Mon 19 whale did not catch whale going quick
 to S. W. could not strike 18 miles off
 shore 20 miles S of Olga Bay 20 miles off shore
- Tues 19 Course in fine very clear light wind S.
 cruising 60 to 65 miles off very dry
- Wed 20 Course in with fog & rain & continues with
 light air all yesterday

O.E. Island June '88

- Thurs 21 Course in fresh E. cloudy from N.E. compass
S.W. E. latter wind N.
- Frid 22 Course in light N.W. course S.E. fog squalls
latter cloudy
Sat 23rd Sat 41.12 Sun 138.25
Course in light N.W. Pithers Rocks in sight
gained back Stamboul clear seen whale 2 times
- Sun 24 Course in light N.E. Pithers Rocks in sight
to E. latter same ship going
to N. Stamboul & two other whale ships
in sight
- Mon 25 Course in fresh E. & A. in Syria in sight
sighting Josephine & Cape Horn Tides
latter fresh wind strong E. ship under
sloop to sail Osina in sight 20 miles
N.E.
- Tue 26 Course in strong thick N.E. fogs
saw to sail two ships in sight
latter part same.
- Wed 27 Course in strong breeze S.E. latter light
S.W. set to sail Josephine in sight
- Thurs 28 Course in light N.W. fog squalls
7.30 A.M. hove to N. & S. B. for 2 Right
Baker whales 8.30 hove to S. B. & hove to S. B.
S. B. hove to saw several orcas
at 6 P.M. without success Josephine
Sydia. Osina in sight E by N. 25 miles.
- Frid 29 Course in calm raised 3 Right whales
20 hove to 3 S. B. could not strike came
aboard at 11.30 A.M. latter light wind
N.W. course S.W. until 7 P.M. hauled to
port tack Osina 20 miles N.E.

July 1888

Sat June 30th

Came in calm saw plenty finbacks
 coming bearing N.E. 25 miles at 40 A.M.

21. Board B.B. for home. Right whale
 did not succeed in striking better part
 wind S.W. quite fresh.

July 1st

Fog & rain saw Bk John & Smithrop
 spoke Josephine & whale also spoke Inchant
 the Paul Capt Manning from Valdivostock
 bound to Hakodadi

2nd

Came in foggy at 8 A.M. clear away
 wind E quite fresh corner S.W.
 Josephine and one other whale Bk in
 sight steering same course better part
 cloudy gained Josephine

3rd

Came in fresh N. Draining corner S.W.
 better cloudy corner S.W. for woodlands.

4th

Rain land in sight off Olga bay

5th

Sight air N.E. 1.30 P.M. lowered 4 boats
 for 2 Right whales going quick E.S.E. could
 not strike. Woodlands S.W. 40 miles

6th

Came in fresh, S.W. cloudy corner N.E. by E.
 for Ekotok sea. but now N.W. S. Gallant hail.
 better part same

Sat 7th

Came in strong breeze S.W. corner N.E. by E.
 at 5 P.M. luffed to on port tack

Sun 8th

Came in & continue strong S.W. thick fog ship
 on port tack S.M. to sail on at 6 P.M.

Mon 9th

Came in fine & continue with light wind
 corner E.S.E. by E. Pioneer ste at 5 P.M. passed
 between Oefunini & Irtomosi islands

Okhotsk, sea. July

- Tues 10
Comes in fine continue with fresh
breeze S.W. 4 A.M. passed Cape Sava
South entrance. Sea Brouse etc. 2 A.M. spoke
E. H. Harriman clear 8 P.M. calm Cape
Dielogo 100 N. N. W. 30 miles
- Wed 11
Fog Cape Dielogo 1 1/2 15 miles
- Thurs 12
Fog rain & clear by turns Cape Dielogo 40 miles
N. W. E Harriman in sight
- Frid 13
Fog & rain. Battered wind N. clear & fog
by turns Cape Dielogo N. W. by 40 miles
- Sat 14
Comes in fine wind N. quite fresh. Battered
fast same. Cape Dielogo in sight 40 miles
N. W.
- Sun 15
Comes in fine wind N. 1/2 S. W. light. Cape
Dielogo 20 miles N. W. Battered part
same. S. H. Lydia Josephine & Harriman
in sight
- Mon 16
Comes in fine, very light breeze, all quarters.
Battered calm. Land in sight 23 ships at 2 P.M.
23 lowered 3 boats for horse Right whale. did not
succeed in striking Cape Dielogo 40 miles to
N.
- Tues 17
Comes in cloudy & light rain, fine breeze, from
S. W. saw our bk take a whale & Josephine
struck one
- Wed 18
Comes in light fog then clear with quite
fresh breeze N. W. saw the Josephine with
24 boats down middle part calm. Battered light
breeze. S. 4 P.M. lowered boats for 2 Right
whales. could not strike
Heat 45.09
Cape Dielogo N. by 2.

Olatok July 1888

Thurs 19

Come in & continue fine light air
S. Ake E. Herminar Stagnoul & Josephine
in sight latter with boats down &
Herminar boiling

48.14

Frid 20

Come in & continue fine light air all
quarters Josephine cutting 3 other ships in
sight. 6 P.M. lowered 3 boats for 1 Right whale
Baker could not strike

Sat 21

Come in light fine 4 ships & junks in sight

Sun 22

Come in light fine 4 ships in sight at
6 A.M. lowered 3 boats for 2 Right whales could
not strike

Mon 23

Come in thick fog wind N.E. quite
fresh latter partly clear S. Ake in sight.

Tues 24

Come in with light air all quarters
partly foggy Josephine beyond Stagnoul &
Herminar in sight.

Wed 25

Come in partly foggy wind N.W. light
latter fog & clear. There saw E. Herminar
with boats down. Cape Sirotoke N. 46 miles

Thurs 26

27 Come in partly foggy light air all quarters
Baker & continue at E. Herminar boats down
Cape Sirotoke 20 miles N.E. at 7 P.M. saw
two Right whales too far & too late to lower

Frid 27

Come in fine quite fresh breeze S.E. at 1 P.M.
Baker lowered 3 boats for one Right whale could not
strike. 35 miles S by E. of Cape Sirotoke
Lat 55.33

Sat 28

29 Come in cloudy light wind S.W. to W. &
Baker continued at 6 A.M. saw one Right whale
going quick to windward did not lower boats

Photo July 3 August

July 29

Come in fine light wind S.W. Cape Smitoko
10 miles N. of Hatter, calm Cape Smitoko
25 " H. N. H. few grubs

30 Come in cloudy quite fresh breeze S.W. morning
30 S.W. at 10 A.M. lowered 3 boats for long Right
whale could not stick

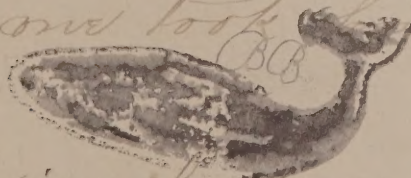
31 Come in rain, light fog wind E light
at 7 A.M. saw 6 Right whales to windward
31 did not lower Hatter same 35 miles S.S.E.
Cape Smitoko

Aug 1st

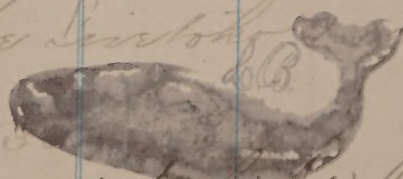
Come in rain, light wind E. 6 A.M. saw
one Right whale going to windward did
32 not lower Hatter rain wind N. 3 bks in
sight Capt Hallist came aboard short time
probably 170 bbls

Aug 2nd
Come in with light wind S. Cape Horn
Pigeon 3/4 O.T. Herman in sight whaling
Hatter part same ground Cape Horn Pigeon
3 whales

33 Come in fine light breeze S.S.W. 2 ships in sight
5 A.M. lowered 3 boats for long Right whale
returned at 10 A.M. 2 P.M. lowered 4 boats
for 5 more B.B. had one missed B.B. struck
sawd one took ship to ship cut etc.



34 Come in cloudy quite fresh breeze S.W.
at 10 A.M. lowered 3 boats for long right
whale B.B. struck & sawd one took ship
to ship cut etc 2 ships Cape Smitoko
land in sight. Bat 750



5th Come in & continue rain with light breeze
S. boiling & stowing. 6 P.M. Capt Smitoko & Josephine
came aboard for ports of whales one taken
yesterday one day before

Okhotsk Sea August '88

Mon 6th Come in with rain light air all quarters
 & continue employed boiling & throwing
 stored bubble spikes E. H. Herimur
 for whale

Tue 7
 Come in fine wind S. W. light fishing
 better same Josephine & Herimur
 in sight with boats down.

Wed 8
 Come in calm some rain at 10 A.M. no
 lowered boats for now (right whale going
 faster than boat can go) aboard at 12 M. for another came heavy rain
 lost sight of mine saw Josephine & Herimur
 with boats down.

Thurs 9
 Come in fine wind S. W. light 7 A.M.
 lowered 3 boats for 1 right whale came
 aboard at 11. Covered again at 2 P.M.
 returned at 6 could not strike

Fri 10
 Come in fresh breeze S. W. 1 ship in
 sight better moderate rain

Sat 11
 Come in calm & continues

Sun 12
 Come in cloudy wind S. W. quite fresh 10
 A.M. lowered 3 boats for now & call right whale
 2 boats going on together drove them off
 better again 2 P.M. lowered 3 boats for 3
 right whale 2 boats going on together drove
 them away

Mon 13
 Come in fresh breeze N. S. W. Cape Sushko
 in sight 35 miles to N. S. W. saw Ok
 Josephine take a whale

Tue 14
 Come in fine wind N. S. W. quite fresh
 saw Josephine with boats down
 better still same 4 P.M. lowered 3 boats
 for 2 right whale could not strike
 Cape Sushko for N. 44 miles

August "88

- Wed 15
Came in with light air all quarter Josephine
2 12ch in sight latter same
- Thurs 16
Came in with fresh E. Josephine 2 our
boats after one right whale could not
strike latter part light air E.
- 17
Came in light air E 2 continued after
Sigsbee O.K. Pt. 30 miles 10 A.M. saw
one right whale going quick to windward
did not cover boats
- 18
Came in light wind S.E. 7 A.M. lowered
4 boats for long right whale came aboard
at 9 A.M. lowered 4 boats at 11.30 for
square whale came aboard at 1 P.M.
lowered 4 boats with light breeze E. at 3.30
P.M. for square whale could not strike
- 19
Came in with light air fresh breeze
N. at 6 A.M. lowered 4 boats for 2
right whales could not strike very dry.
latter part strong N. The ship on port
tack
- 20
Came in fresh cloudy one ship in sight
latter same
- 21
Came in fine with light wind N. Pt. at
1 P.M. lowered 4 boats for one calf right
whale could not strike 3 ships in sight
spoke Stamboul 3 whales
Leat 46.25 Lion 45
- 22^d
Came in fine light S.W. wind 2 continued
lowered 4 boats twice number whales in
sight 3 ships with boats down nobody
could strike
- 23
Came 2 continued fine light air all day

August Collected

Wed 24th

Come in fog wind S.E. at 6 A.M. steering
N.E. with heavy snowing & fast once in
2 minutes suddenly discovered John & Winthrop
on star tack close aboard she had no look
as from going had just come enough to go
clear at 10 A.M. passed 3 boats for 2 night
Dufalus C. B. struck & saved one took
alongside cut etc. Mr Cornell mate
of John & Winthrop came aboard they were
killing a 30 bl whale it being the first one
this season

Lat 46.20 Long 145

Sat 25th

Come in fine light air & continues
saw just in sight John & Winthrop in sight
killing

Sun 26th

Come in rain wind S.E. quite fresh
John & Winthrop in sight latter part
partly foggy 4 A.M. towards 3 boats for one
right whale could not strike Stamboul
in sight

Mon 27th

Come in strong S.E. finished boiling fuelled four
topail latter snow moderate stored down 64
ble

Tues 28th

Come in fine light air N.E. & continues
Josephine C. H. Morgan & Stamboul sight.

Wed 29th

Come in & continues fine light wind S.E. Morgan
and Stamboul in sight

Thurs 30th

Come in & continues fine light wind S.
C. H. Morgan in sight spoke her 3 whales
latter part saw her whaling

46.58

Fri 31st

Come in & continues fine light wind

Ship 4th

S.S.E. course N. at 7.30 A.M. towards 3
boats for one right whale could not strike
at 5 P.M. passed dead whale no good

September October. '88

- Sat 1st Comes in with light rain partly thick wind E light course S. Rather cloudy.
- Sun 2nd Comes in rain & continues quite fresh S.E.
- Mon 3rd Comes in partly thick quite fresh breeze S.E. at 6 A.M. lowered 3 boats for cow & calf right whale B.B. went on had him missed.
- Tue 4th Came aboard lowered at 8 A.M. for same B.B. dived twice at cow, did not fasten came aboard, lowered again at 4 P.M. could not strike.
- Wed 5th Comes in strong S. thick & raining ship on star tack 10 A.M. fired four topsails. Rather part same.
- Thurs 6th Strong S.W. lower topsails foot tack
- Frid 7th Strong first part mid & rather part light W. very dugged.
- Sat 8th Comes in fresh breeze S. continues saw Bk 10 windward take a whale.
- Sun 9th Comes in strong W. fueled 2 topsails rather moderate but another 2 topsails
- Mon 10th Comes in quite fresh S.S.W. & continues 3 ships in sight. Lat 48.07 N.
- Tue 11th Comes in & continues fine fresh S.S.W. 1 ship in sight. Boiling 48. Lon 148.34
- Wed 12th Comes & continues fine quite fresh S.S.W. 1 ship in sight but sparker 47.16. 147.34
- Thurs 13th Comes in & continues cloudy light wind S. ship Tiring W. until 10 A.M. then E.

September Okho 15th '88

- Thurs 3 Commence in & continue gale A.E. L. by to sail
star tack Lydia in sight.
- Frid 14 Commence in & continue thick & rainy wind N.E.
quite fresh Lydia in sight.
- Sat 15 Commence in & continue fair quite fresh breeze
A.W. gained Lydia 5 whales
47.47. 147.15
- Sun 16 Fair wind N. S. W. light steering A.E. until
12 M. then by the wind on star tack. Lydia
in sight
- Mon 17 Commence & continue foggy light breeze E.
- Tues 18 Commence & continue partly foggy wind S.E. light
Lydia in sight.
- Wed 19 Commence in fresh S.E. ends light S.
- Thurs 20 Commence in fine light S.E. latter fresh S.E.
48.38
- Frid 21 Gale S.S. & 11 AM fresh L. by to sail
latter moderating set W. to sail
- Sat 22 Fine S.W. ship on star tack all sail out
- Sun 23 Fine light S. John & Winthrop & Cape Horn Pigeon
in sight gained C.H.P. 8 whales
47.50
- Mon 24 Commence in fresh S. partly foggy 3 ships sight
latter wind wind S.S.W. corner N. by S. until
6 P.M. luffed to on port tack spoke
C.H. Morgan 4 whales
- Tues 25 Commence in & continue strong S.W. parted from
to S. S. staysail tow sail repaired it fitted
new pennant

Passage to San Francisco Sept 1898

- Wed 26 Come in squally wind N. N. W. fresh
course E. S. E. Mid & better clear course
S. E. for Bessel's channel
- Thurs 27 Come in light N. N. W. A. M. frayed Broughton
island steering S. E. through Bonasob's strait
Mid & better calm Simms's E. 20 miles
we sail in right astern
- Frid 28 Come in light air all day, light rain better
wind fresh E. N. E. ship on port tack
2 P. M. Lydia passed by 7 P. M. handed light
sail 4 P. M. Simms's island, bow N. 40 miles
- Sat 29 This day fog light wind E to N. E. ship on
port tack
- Sun 30 Come in fog light wind N. N. E. course
Eby. S. took in A. B. B. middle fresh partly
clear better same we sail to S. E.
- 44.34
- Mon Oct 1st Come in fresh breeze N. N. W. course E $\frac{1}{2}$ S.
better part same blowed away N. E. G. sail
but another
- 43.48
- Tues 2nd Come in light N. N. W. course E better calm
stowed 7 casks salt water in fore hold.
sent down cutting gear took in stage etc.
- Wed 3 Fresh S. E. middle strong fresh all but
lower topsails better moderate with rain
ship on star tack.
- Thurs 4 Come in fine wind N. to S. N. light scraping
bow better wind N. course E.
- Frid 5 Come in & continued fresh N. course E
finished scraping bow
- 43.29

Passage to San Francisco Oct '88

Sat 6

Come in & continue cloudy wind N.E. 15
 N.E. light ship on port tack
 Lat 42.55 N.

Sun 7

Come in & continue quite fresh N.E. 15 E.
 ship on opposite tack, light sails furled.
 Lat 41.52 Lon 169.46 E

Mon 8

Come in & continue fresh N.E. ship on opposite
 tacks.

Lat 41.12 Lon 171 30 E

Tue 9

Come in & continue fresh S.E. ship on star
 tack at 6 P.M. furled all but lower topsails
 & storm stay sails & fore sail

Lat 41.12 Lon 171.12 E

Wed 10

Come in strong S.E. rain 11 A.M. furled fore-
 topsail. Lat 41.12 Lon 171.12 E
 light air & course E.

Lat 41.30 Lon 172.28 E

Thurs 11

Come in quite fresh N.W. all sail out course
 E by N. Lat 41.30 Lon 172.28 E

Fri 12

Come in fine light N.E. & continue. Ship
 port tack employed painting Mast's

Lat 41.12 Lon 171.12 E

Sat 13

Come in fresh S.E. ship star tack.
 Middle strong S.E. ship under lower topsail
 6 P.M. wind hauled to N. made sail
 steering E by N.

Sun 14

Come in & continue fresh N.W. crossed Indian
 course E. 11.15 N.

41.48 N.

Sun 14

Come in fresh S.W. course E by N. attempted to
 wash down rain prevented gave it up. Lat 41.48 N.

Oct "88

- Mon 15 Come in fine wind N. light course Eby R. washing bone
- Tue 16 Come in fine fresh breeze N. course Eby R. Middle & latter part same washing bone
Lat 41.25 Lon 174.20 N.
- Wed 17 Come in fresh N. course Eby R. Middle & latter part light N. finished washing bone.
Lat 41.18 Lon 166.35 N.
- Thurs 18 Come in fresh S. N. course Eby R. Middle & latter cloudy washed ship.
Lat N. R. 41.10 Lon S. R. 162.06 N.
- Frid 19 Come in fresh S. N. course Eby R. washed boats.
Lat 41.07 Lon 158.23
- Sat 20 Rain fresh breeze S. Middle & latter fog wind quite light S. course Eby R.
Lat N. R. 40.58 Lon 154.35 -
- Sun 21 Come in quite light S. E. course Eby R. & continued
Lat N. R. 40.42 Lon 152.19 N.
- Mon 22 Come in fine light wind S. course Eby R. drying bone painting davits
Lat obs 41.14 Lon N. R. 148.10
- Tues 23 Come in drizzly wind N. E light ship on star tack
Lat obs 40.38
- Wed 24 Come in calm drying bone painting houses Middle light air S. course Eby R. Latter part light fog light breeze S. S. E course Eby R.
Lat obs 41.18 Lon 142.32 N. -
- Thurs 25 Come in light N. course Eby R. Latter same painted some put Arnold in iron for refusing to work.
Lat obs 39.52 Lon 141.36

Passage to San Francisco Oct '88

- Frid 26 Course in fine light N. course Eby N. Bundled
 bond 54 bundled 66^{lbs} lbs took handcuffs off
 Arnold Lat 39.34 Lon 139.07 N.
- Sat 27 Course in fine light N. course Eby N. & continue
 Lat 39.13. Lon. 139.00 N.
- Sun 28 Course in fine light N. course Eby N. & continue
 Lat 39.03 N. Lon 139.56 N.
- Mon 29 Course in fine light N. course Eby N. Scatter
 part light rain wind fresh N. N. E.
 Lat. 38.53 N. RR Lon 139.28 N.
- Tues 30 Course in quite fresh N. N. E. dizzly course
 Eby N. Middle & scatter same course Eby N. 1/2 N.
 Lat RR. 38.17 N. Lon 139.39 N.
- Wed 31st Course in quite fresh N. to N. N. course
 Eby N 1/2 N. Mid N & scatter same several ships
 in sight
 Lat obs 38.02 Lon 126.57
- Thurs 1st Nov Course in fine light wind N. to N. N.
 course Eby N. E several sail in sight 1 shoal sp
 whale scatter same finally 50 miles dist
 at 4 P. M.
 Lat 38.02 Lon 123.57
- Nov 2 Anchored 5 P. M. San Francisco

Remarks of a voyage in bark
 Chas Capt Elisha Gifford
 that sailed from Honolulu
 March 18th for Arctic Ocean

Mar 8th 1889

Mr Cook came aboard to act as
 chief officer for the season.

Mar 9th Sailing off from Honolulu with the
 Northern Light, James Allen, Remond.
 Eliza Stone, Narwhal.

10th Capt Gifford and Harry Richardson
 the latter to act as boathead for the
 season took potatoes onions & tobacco
 aboard & proceeded to sea steering N. N. W.
 Stone Narwhal in company with us.

on 11 Force part very rugged strong breeze N. N. W.
 Weather part same

Mar 12 Force part rugged fresh breeze N. N. W. ship on
 port tack Weather part same
 Lat 22.31 Lon 156.32

Mar 13 Force part quite fresh N. N. W. ship on
 star tack Weather part same
 Lat 23.23 Lon 157.57

Mar 14 Force part quite light N. E. course N. N. W.
 Lat 24.55 Lon 158.44 N

Mar 16 Three or four hours fresh light breeze N.
 ship star tack employed rearing new
 rigging Lat 25.44

Passage to Arctic March 1887

Sun 17th

Fine part light air. S. Ship on star tack at 8 A.M. Santa Anna raised shoal of sperm whales saw them but 2 sightings when they went out of sight to windward Middle & latter light S.W. ship on port tack. bark Colossus in sight

Lat 26.00 N. Lon 160.10 W.

Mon 18th

Fine part light northerly wind ship on port tack latter part same ship on star tack

Lat 26.55 N. Lon 159.07 W.

Tue 19

Fine part light wind S.W. Middle & latter part same course S.W. by N

Wed 20

Fine part strong S.W. squally Middle & latter part same ship on port tack lower topsails out

Lat 27.05 N. Lon 157.30 W.

Thurs 21st

Thurs 21st he strong S.W. ship under lower topsails port tack saw one steer going to west.

Lat 27.51 N. Lon 158.40 W.

Frid 22nd

Fine part calm until 5 A.M. then quite fresh S.W. course S.W. Middle & latter part same

Lat 30.43 N. Lon 156.50 W.

Sat 23

Fine part fresh from S.W. S.W. course S.W. Middle & latter part strong squall from S.W. at 3 P.M. parted S.W. top sail shot lower sail considerably furled fore top sail

Lat 32.27 N. Lon 157.41 W.

Bk Chio Capt E. Gifford

33

Mon 24th

Strong gale S. S. W. ship on port
tack under lower main topsails & storm
staysails
Lat 33.16 N. Lon 158.04 W.

Tue 25th

All things all hours light air S.
& calm ship on western tack
repaired S. S. Staysail & reefed main
whips to jib & staysail sheets
Lat 33.13 N. Lon 158.37 W.

Tue 26th

Four part wind S. S. W. light
course S. S. W. latter part fog & squalls
wind S. S. W. quite fresh. Ship
close hauled on port tack
Lat 33.55 N.

Wed 27

Four part wind light S. ship on
port tack middle & latter part
wind S. S. W. fog & squalls course S. S. W.
Lat 34.08 N.

Thurs 28

Four part wind S. S. W. drizzle course
S. S. W. middle same. Latter wind
S. S. W. light ship on star tack went around
4 P. M.
Lat 36.58 N.

Frid 29

Four part wind S. S. W. strong & squalls
ship on port tack under lower topsails
middle & latter part same
Lat 38.06 N. Lon 157.42 W.

Sat 30

Four part wind S. S. W. to S. S. W.
ship under lower topsails on port
tack coiled 10 coils to hie in a cask
middle & latter part same
Lat 35.56 N. Lon 157.41 W.

Sun 31st

Gale from S. S. W. course S. S. W. at
2 P. M. luffed to furlid main to sail

Voyage to Arctic Bk Ohio Capt

- Mon 1st Strong breeze S. W. course N. N. W.
 now now fore & main brace.
 Middle & latter part gale from N. with
 hail squalls. Ship on port tack under
 board topsails & storm staysails
 Lat 41.30 N. Lon 161.55 W.
- Tue 2^d Strong breeze N. S. W. with hail squalls
 Ship on port tack course and lower topsails
 out
 Lat 42.30 N. Lon 163.00 W.
- Wed 3^d Fore part wind N. N. W. ship on port
 tack Middle & latter part same
 Lat 43.40 N. Lon 162.20 W.
- Thurs 4th Fore part wind light S. E. foggy course
 N. N. W. Middle same. Latter part
 wind N. S. W. ship on port tack.
 Lat 44.43 N. Lon 163.06 W.
- Frid 5th Fore part strong breeze N. N. W. Middle &
 latter part light ship on star tack
 Lat 45.24 N. Lon 164.00 W.
- Sat 6th Fore part fresh breeze & rain S. E. course
 N. N. by N. Middle & latter gale S. E.
 course N. N. by N. N. N. by N.
- Sun 7th Fore part strong breeze S. W. until 7 A.M.
 Middle calm latter part fresh breeze
 N. E. ship on star tack topsails & course
 out
 Lat 47.07 N. Lon 167.05 W.
- Mon 8th Course in with snow squall wind
 light N. Middle & latter part wind
 N. N. W. very light ship on different tacks
 Lat 48.00 Lon 168.12 W.

Olinus Gifford April 1857

- June 7 - Come in with snow gale from S.E. corner
N. H. Middle rain latter light wind S. thick
fog No obs.
- June 10 Come in strong N. snow squalls Middle &
latter part gale from N. ship on star tack
S. into head & stayails
Lat 55.27 N. Lon 171.23 W.
- June 11 Come in & continue strong breeze N. H. with
snow squalls. Ship on port tack lower speails
Lat 55.40 N. Lon 169.46 W.
- June 12 Come in light breeze N. H. snow squalls
Middle & latter part fine Ship on port
tack
Lat 55.35 N. Lon 168.22 W.
- June 13 Come in quite fresh N. H. to N. fine
Ship on port tack at 9 A.M. raised island
of Ouanak at 11 A.M. hauled aback 5 miles
off shore caught 5 Codfish Middle & latter
part same ship on star tack at 5 P.M.
island of 4 Ints bore N. H. 25 miles.
Lat 52-40 Lon 168.57 W.
- June 14 Come in & continue calm Amoukita island
in sight Lat 52.05 N. Lon 170.36 W.
- June 15 Come in & continue light N. Ship on
port tack. 8 A.M. passed through the 1725
passage Middle & latter part same
Lat 52.54 N. Lon 171.48 W.
- June 16 Come in calm Middle part same
latter part light breeze S. corner N. H. to N.
employed breaking out between decks Shook
18 casks
No obs.

Behring Sea April 1889

Wed 17

Comes in light E. comes N. W.
Middle & latter part came.
Lat 54.48

Thurs 18 Comes in fresh from E. S. E. light snow squall
comes N. W. Middle part running under
lower topsails 11 A. M. hoisting bows to bring
bow & lost her passed through small
patch of ice latter part now moderate
N. S. Gallant sail & fly about

Frid 19 Tins at 7 A. M. made pack ice left
Osterman of brig Hidalgo came aboard
Middle & latter part came running along
edge of pack to N. W. in company with
brig & Dehur Vocario
Lat 59.40 N. Lon 179.00 W.

Sat 20 Calm Middle & latter part wind N. W. quite fresh
Ship working through the strips
of ice to N. W. Vocario Hidalgo & one
back in sight
Lat 60.10 N. Lon 179.30 E

Sun 21 Comes in cloudy wind N. quite fresh
gained back Brindley & Eliza all 3 working
to N. W. Middle & latter part came
Lat 61.00 N. Lon 179.00 E

Mon 22 Comes in fine wind fresh breeze N. ship
working through scattering ice to N. W.
7 sail in sight 2 of them strong.
Lat 61.00 N. Lon 179.37 E

Tue 23 Comes in fine light wind N. E.
Ship lying aback in hole with 2 ships
& 3 others Middle & latter part came
Lat 61.04

South of Cape Navarin

- Wed 24 Course in & continues fresh breeze N.E. Ship working to N. through scattering ice 3 Stems & 3 barke 1 brig & 1 Schoer in sight at 4 P.M. arrived Cape Navarin 140 miles N.E.
- Thurs 25 Course in & continues light N.E. Ship working along edge of ice 3 P.M. Reminders Eliza & 3 Stems went into the pack. 7 P.M. gained Andrew Hicks Lat 60.53 N. Long 177.30 E
- Frid 26 Course in & continues quite fresh N.E. Ship lying back in hole Andrew Hicks 1 Stem in sight
- Sat 27 Course in & continues gale from N.E. with snow Ship lying in hole furlled everything aloft Andrew Hicks & 2 sail in sight
- Sun 28 Course in strong E.N.E. with Sleet 3 sail in sight Middle & latter part moderate from E.N.E. ship working to E. through strips of ice
- Mon 29 Course in strong breeze N.E. & continues gained like Eliza & Reminders 12 M Eliza boats lowered for bowhead capsize did not strike 8 P.M. we lowered 2 boats for one did not see him after lowering 3 sail in sight stuck in the ice Lat 61.24 N Long 177. E
- Tues 30 Gale N.E. Ship lying in a hole between two packs of ice 3 sail & 3 Stems in sight
- Wed May 1st Course in strong breeze N.E. ship working to E. along the ice 3 Stems & 4 sail in sight Middle & latter part came saw land at Cape Omichinsky Lat 60.48 N. Long 176.35 W

May 1882

Thurs 2^d

Come in & continue strong breeze N.E.
snow 7 sail in sight. Ship lying on different
tacks in hole

No Obs

Frid 3rd Come in thick snow storm strong
breeze E.N.E. 13 sail in sight ends same
No. obs

Sat. 4th Come in snow strong breeze N.E.
7 sail & 2 Stuns in sight Middle & latter
part same
Lat 176.40 E

Sun 5th Come in & continue fine light breeze N.E.
11 sail & 2 Stuns in sight ship working to
E through strips of ice in company with
Binders Rosario & 2 Stuns
Lat 60.16. N. Lon 177.11 E

Mon 6th Come in & continue fine light breeze
N.E. gained 2 Stuns 1st Stun
Lat 60.25 N. Lon 177.39 E

Tues 7th Come in light breeze N.E. ship working
through the ice to N.E. 5 sail in sight
Middle same latter part calm
Lat 60.44 N. Lon 177.46 E

Wed 8th Come in fine light breeze N.E. 7 sail
in sight gained 1st Northern light 1st light
Middle & latter part same
Lat 60.54 Lon 177.53 E.

Thurs 9th Come in fine wind N.E. 7 sail in
sight gained Josephine Middle & latter
part same
Lat 61.00 Lon 177.48 E

May 1889

- Wed 10 Commence in fine light breeze S. E. fast in the ice Middle same at 3 P.M. get out in a hole stand S.W. bark Hagerdore in sight
Lat 60.58 N. Lon 177.28 E
- Lat 11 Commence in fine fresh breeze S. E. Ship bound to east along edge of pack Middle part same. Latter strong breeze 1 sail in sight
Lat 59.38 N. Lon 178.20 E
- Mon 12 Commence in & continue strong breeze S. E. with light snow sk. 1/2 m Bayliss in sight Ship by the wind on port tack
- Mon 13 Commence in & continue strong breeze S. 3 sail in sight ship by the wind on port tack
Lat 58.25 N. Lon 177.12 W
- Tues 14 Commence in light snow light breeze S. E. Capt Smith of bark Josephine came aboard Middle & latter part chaw thick by 6 P.M. Tacked to N. another sail in sight
Lat 58.30 N. Lon 174.43 W
- Wed 15 Commence in fog light breeze S. E. ship working to S. E. Middle & latter part chaw calm gained bark Josephine & Fulton
Lat 57.10 N. Lon 173.24 W
- Thurs 16 Commence in partly cloudy wind S. light passed through tongue of sea thing ice gained bark Josephine Middle & latter part light air S. E. 2 sail in sight
Lat 58.30 N. Lon 172.45 W
- Frid 17 Commence in light breeze S. W. corner S. by E. Middle & latter part cloudy wind light S. W. corner S. S. E. along eastern edge of pack
Lat 59.10 N.

Ship wrecked on Amivak island

Sat 18

Came in thick snow storm quite fresh breeze S.E. Came N. N.E. until 6 A.M. when made the ice hauled to wind on star tack middle & latter part thick fog light breeze S.E. ship on different tack

Sun 19

Came in fresh breeze N. & sail in sight ship working to N. &

Mon 20

Came in fresh breeze N. & sail in sight middle & latter part came at 5 P.M. hit cake office broke 3 timbers on port bow & ship leaking badly broke out everything forward kept pumps constantly going back Sammlane lying with fire

Lat 60.46

Tue 21

Came in quite fresh from N. N.W. Capt Marvin & crew of bark Sammlane & Ocean came aboard surveyed the hole, got lumber from both ships & carpenter from Ocean put ship in ice tried to stop the hole but could not do anything with it latter part thick fog ship under stayails lying along the ice hove over shoos & shook shad tracks to lighten ship under fore & aft sails

Lat 60.46 Long 166.54

Wed 22

Came in thick fog fresh breeze N. W. at 2.30 A.M. went into the ground ice on Amivak island & ship bottom rapidly filled with water cut spare all away and got 4 boats & small quantity of provisions ^{ashore} hauled boats over ice to land stove all the boats getting them ashore 4 P.M. saw 2 ships but ice was too close to get out to them built tents and camped on the island for the night. Ship total loss.

Aboard bark Ocean. 1889

- Tues 23 Comes in light fog light breeze S.E.
at 8 A.M. 2 boats hooked through the ice
got aboard of bark Ocean 5 P.M. the remainder
of ships company came aboard all hands
spared got nothing from ship but boats &
few small things belonging to boats
- Wed 24
- Th 25 Comes in & continues light baffling winds
comes N. W. by magnetic
- Mon 26 Light wind partly foggy E of St Lawrence
island lying aback & sail in sight
- Aboard bark Josephine
- Tues 27 Comes in light fog wind baffling all
quarters at 12 M Capt H. P. Smith came
aboard of Ocean made arrangement for
me to go the remainder of season with
him in bark Josephine as boat-trader
- Tues 28 Comes in light baffling winds St Lawrence
island in sight to St. Middle part came
both part signed agreement aboard
Josephine thick fog plenty of ice & sail
in sight all lying aback
- Wed 29 Comes in light breeze St. 5 sail in sight all
working to St. Middle part light latter came
gained bk Ocean
- Thurs 30 Comes in light breeze St. 5 sail in sight all
working to St. Middle part light snow squall
latter part cloudy at 7 P.M. hauled aback
ice all stuffed up
- Leat 6.3 . down 16.2.4 W.

Frid 31st Comes in with snow squall 5 ships working
to St. Middle part light snow squall
latter part foggy at 1.30 P.M. passed
the last cake of ice.

June 1st 1887 Bark Josephine

Sat 1st

Come in fog light breeze N. ship on
different tack working to N. Middle &
latter part cloudy with N. light course
N. by N. 3 sail in sight at 5 P.M. S.E.
saw St. Lawrence island bore N. E 10 miles
some drift fish & no ice in sight

Lat 62.45 N. Lon 170.10 W

Sun 2nd

Come in clear light breeze N. 6 sail & S. N.
saw St. Lawrence island in sight ship working
to N. N. Middle & latter part came.

Mon 3rd

Come in clear fine wind N. 6 sail in sight
at 6 A.M. Eastward Floor bay bore N. N. 120 miles
ships all working to command along the ice
that extended along the shore Middle &
latter fog ice all along about 10 miles off
shore

Tue 4

Come in light breeze N. N. thick fog ship
lying aback along edge of ice Middle & latter
light wind S. N. 4 ships in sight

Lat 64° N. Lon 175.30

Wed 5

Come in fog light breeze all quarters
gained on Boston Middle & latter part fog
& clear by turns A. Hicks, Farnham, A. Knowlton
& Orono & Tilton in sight ships all lying aback

Thurs 6

Come in fog light breeze S. ship on star tack
Middle part same latter part steering N.
through scattering ice A. Knowlton Farnham
& Tilton with us

Lat 63.35 N. Lon 175.

Frid 7

Come in light fog light breeze N. N. ship
on port tack working through scattering
ice Middle part same ship working about
5 miles to 25 miles from shore up the gulf
off Floor bay 6 sail in sight. latter part
clear with us

June at Indian Point

- 8 Comes in fresh breeze S. ship working through scattering ice at 10 A.M. ice broke off from shore abreast Cape Achen ships worked in under the land & sail in sight. Lat 64.41.
- 9 Comes in fresh breeze S. ships lying close under land off Cape Achen & sail in sight. jammed back Alice Knowles. Middle & latter part same
- 10 Comes in fresh breeze S. E. & sail in sight worked up to about 2 miles E of Chover Bay came to anchor
- 11 Comes in fresh breeze S. at anchor with 5 sail & 2 Stroms off Chover Bay
Lat 64.20 Lon 173.25
- 12 Comes in light breeze S. got underway worked up to Indian Point anchored again 19 ships & schooner at anchor.
- 13 Comes in quite fresh S. E. Middle & latter part same at 5 P.M. strip of ice came down got underway lying aback off the point
- 14 Strong breeze S. 24 ships at anchor at Point
- 15 Strong breeze S. 18 ships at anchor at Point
- 16 Strong breeze S. anchor at Indian Point 12 ships
- 17 Strong breeze S. 7 A.M. got underway from Indian Pt working S. Northern Light, Hunter, Andrew Hicks, with us.
- 18 Light breeze S. off S. head St Lawrence Bay got few boats
- 19 Strong breeze S. stood over to King's Island got so few boats

Behing Straits June 1887

Thurs 20

Come in & continue fine wind N. Light ship off St Lawrence Bay & sail in sight joined back Abraham Barker again.

Frid 21

Come in & continue foggy at anchor off N. head St Lawrence Bay Abraham Barker with us

Sat 22

Foggy wind & light at anchor

Sun 23

Foggy wind & light 5 P.M. cleared up got underway fledged down to light S. of E. cape anchored again.

Mon 24

Anchored calm. H. Lewis & Thacker filling water

Tue 25

Come in light breeze S. Middle same number sail in sight going N. Latter part got underway anchored off watering place 7 fathoms water Oca anchored with me at 7 P.M. began filling

Wed 26

Come in fresh breeze S.S.E. & continue employed refilling water.

Thurs 27

Fresh breeze & partly foggy 2 A.M. finished watering 540 bbls 9 A.M. fledged off to 30 fathoms stored Aft. hold. Oca went to Port Clarence.

Frid 28

Come in foggy at 2 P.M. fresh breeze S.E. cleared up got underway started for Jimmes Latter part thick fog anchored in 22 fathoms water N. of North head St Lawrence Bay

Sat 29

Come in with fog strong breeze S.S.E. at anchor Latter part rainy strong breeze S.E. got underway for Jimmes joined Northern Light

Sun 30

Come in fog fresh breeze S.E. spoke Sk James Allen Middle & latter part same 5 P.M. anchored Jimmes got some boots & skins 10 P.M. got underway

Arctic ocean July 1859

on July 1st

Came in & continued foggy strong breeze S.E.
 Rimmed in sight Strong breeze Freeman & I made
 in sight latter part of James Allen & Southern
 light in sight anchored at Rimmed.

Tue 2nd Came in & continued foggy fresh breeze S.E.
 at 3 P.M. off E. from East Cape.

Wed 3rd Came in & continued rainy fresh breeze S.E.
 A. Barker in sight

Thurs 4th Came in & continued strong breeze S. & rainy
 Ship on different tacks off mouth Kotzebue Sound

Fri 5th Cloudy light breeze S. at 4 P.M. kept off S. for
 point Hope.

Sat 6th Light breeze E. ship steering S.W. at 5 P.M. met
 ice about 10 miles S. of point Hope tacked around
 steering S.W.

Sun 7th Light breeze with fog & rain breeze E. came S.W. E.
 latter part wind S.W. Ship close hauled on star
 tack 60 miles N. of Rimmed

Mon 8th Light breeze E. partly foggy James Abram Barker

Tue 9th Light air all quarters off S. of Hope 13 ships at
 anchor off point 5 out here stopped by ice got potatoes
 and mail from Thos Pope

Wed 10th Calm Thos Lewis towed Thos Pope to anchor at
 point Hope.

Thurs 11th Came to anchor on S.E. side point Hope with the
 flat wind N.W.

Fri 12th Wind S.E. came around on N.W. side point

Sat 13th Still at anchor light wind E. 22 miles off us

Point Hope

- Sun 14 Calm in & continues drizzle.
calm at anchor on N. W side
Point Hope.
- Mon 15 Wind N. W until 12 M went
around on S. E side got 50
loads wood came back to N. W.
side wind S. E.
- Tues 16 Calm & light air S. E at anchor on N. W
side Point Hope. got 2 boat loads wood.
- Wed 17 Light air S. got underway at 5 A.M.
striking N. 7 sail in sight
- Thurs 18 Light all quarters at 12 midnight anchored
off coal mines in company with 12 sail.
- Frid 19 & Sat 20 Wind N. E. got 12 tons coal.
- Sun 21st Anchored at Coal mines. calm & fine
- Mon 22nd Anchored Coal mines calm & fine
- Tues 23 Calm & fine painted Ship. Anchored at Coal
mines.
- Wed 24 Underway from N. E at 3.30 P. M. got
underway worked to N.
- Thurs 25 Fine calm painted B. K. Latter part
fog wind N. E. Taton & Leander in sight
- Frid 26 Foggy light air all quarters
- Sat 27 Fog & clear by turns light air 11 sail in sight
Lat 69.48 N.
- Sun 28 Cloudy wind light N. E. Middle part quite
fresh latter calm & thick fog 13 sail in sight

Point Barrow

- Mon 29 Calm in calm middle & latter part light air all quarters anchored 20 fathoms water at 3 A.M. hove up at 10 A.M. land off Wainwright inlet in sight also 3 ships
- Tues 30 Light breeze S. passed Sea Horse island at 12 M. latter part light breeze S. ship working S. gained by Alexander
- Wed 31st Anchored at Cape Smyth 9 ships 2 Sloop & Cutters Bear & Thetis at anchor building Refuge Station
- Thurs August 1st Wind S. Carpenter & Boat crew ashore building Refuge Station
- Frid 2nd Wind S.W. fog squalls Carpenter & Boat crew ashore at work on station at 2 P.M. came aboard got underweigh went around on E side of point Barrow 10 ships with us
- Sat 3rd Wind W.S.W. 2 A.M. got underweigh steering E eastward at 6 P.M. anchored just west of Point Tangent 2 Sloop & 4 Barke 1 big in sight & anchor.
- Sun 4 Wind W.S.W. at anchor off Pt Tangent. 6 sail with us. quite plenty scattering ice. anchored S of Pt Barrow off 9 P.M. 12 ships from Pt Barrow to Cape Smyth all at anchor.
- Mon 5 At 6 A.M. took our anchor off point Tangent came around E.S. of Point Barrow anchored at 9 P.M. 12 ships at anchor from here to Cape Smyth.
- Tues 6 At anchor off ducking station. scraped masts
- Wed 7 At anchor off ducking station. made spinnaker light air all quarters

Point Barrow August 1889

August 8 & 9th

Fine light air all quarter at anchor
off Cape Smyth.

Sat 10 Fine part light wind S. Scatter part
fresh breeze S. W. took anchor fleeted around
on E side of Point Barrow

Sun 11 Wind S. W. at anchor off Adamans island.

Mon 12 Wind S. W. most of the fleet got underway
went down off Point Tangier. Remains
Northern Light and ourselves anchored about
half way from Point Barrow to Tangier.

Tues 13 Wind S. W. Remains Andrew Beck Northern
Light and ourselves got underway worked
up to Point Barrow anchored at 6 P.M.
inside the bar back J. A. Howland broke
Remains head backed into cake of ice.

Wed 14 Light air all quarter 15 ships at anchor at
the Point Thine Balina & Belvidere came up
from eastward reports fleet done nothing had
not seen a whale to eastward. U.S.S. Bear starts
at 10 P.M. to go S.

Thurs & Friday Light air all quarter 15 Ships & 2 Sh
at anchor here to Point Barrow.

Sat 17 Light wind N. E. & P. M. all got underway
few anchored on S. W. side of Point 13 of us
started for the westward following the ice
along steering about S. W. Some snow fresh
breeze from S.

Sun 18 Fine part fresh breeze S. W. ship steering to
S. W. in company with Remains 6 more in
sight astern middle & scatter part quite moderate
Sat 70.51 Sun 16.5 45 ft

Passage West August '89

- 19 Light wind all quarters.
- 20 Fresh breeze N.E. snowing in company with Northern Light 4 more in sight at 5 P.M. hauled aback on beat 72.12 at head of the hole Beat 72.5.
- 21 Fresh breeze N.E. snow squalls running along the ice steering S. by E. until 5 P.M. luffed to on port tack Sea Ranger. Northern Light & big Alexander with us Beat 70.54 Lat. 169.13 Lon 94.
- 22 Wind N.E. quite fresh Sea Ranger N. by E & big in sight at 7 A.M. all steering E. until 12 M then N. by E. at 4 P.M. sighted the pack. Beat at 12 M 70.58 Lon 174.15 E.
- 23 Wind N.E. fine
Herald island in sight S. by E. 30 miles gained Alexander & 5 others.
- 24 Wind N. snow squalls fresh breeze gained Northern Light and Hunter run off to E. and shot said Northern Light shot a bear Herald island in sight to S. by E.
- 25 Wind N. gained Northern Light 6 ships in sight all working to N.E. better part foggy Beat 71.19
- 26 Wind N. N.E. foggy 4 ships in sight all working to N.E. better part clear Beat 71.30 Lat. 169.53 E.
- 27 Wind N. N.E. strong snow & drizzly squalls Beat 72.53
- 28 Windy N. N.E. fine 8 ships in sight Northern Light with boats down Beat 72.32 Lon 168.55

Whaling to westward September 1887

Frid August 27th
Thurs



Fine part fine fresh breeze N.E.
8 ships in sight 8 A.M. saw bark Hunter with
5 boats down 2 P.M. raised line whale lowered
3 boats but did not see him after lowering
batter part fog squalls ships lying close of ice
ice spoke Sea Breeze.

Lat 72.48 N. Lon 168.30 W.

Sat 30th
Frid

Fine part strong breeze N.E. 7 ships in sight
gammed bark Hunter 9.30 A.M. started off S.
to S.S.W. by compass for Herald islands.

Lat 72.37 Lon 168.41 W.

Sat 31st



Wind N.E. fresh quite rugged 9 ships
in sight at 7 A.M. lowered 4 boats for line
whale did not see him after lowering

Lat 72.35 Lon 173.97 W.

gammed bark Hunter at 7 P.M.

Sun Sept 1st

Fine part light air N.E. Middle &
batter part calm snow squalls 5 ships in
sight.

Mon 2nd Calm Herald Island in sight 15 miles to S.
4 ships in sight also sighted Hanged land

Tues 3rd Fine part snow squalls fresh breeze N.E.
Middle & batter part calm worked to N.E.
all day several ships in sight

Wed 4th Fine wind N.E. 12 ships in sight all
evening along edge of ice gammed Hanged
Land

Lat 71.37 Lon 174. W.

Thurs 5th Thick with snow squalls wind N.E.
batter part clear 5 P.M. gammed Hanged
Land 16 ships in sight along edge
of ice

Lat 71.40 Lon 172.50 W.

N. E. from Herald Island

- Wed 6 Fine 20 ships in sight lowered boats for forehead came aboard without seeing him after lowering it other ships were seen with boats down but did not succeed in taking any
Lat 71.30 Lon 172.21
- Th 7 Strong breeze from N.E. & sail in sight spoke Perb Spar Parties.
- Mon 8 Strong breeze S.E. spoke back Sea Breeze
- Tue 9 Light winds from N.E. to S. partly foggy spoke back Ocean & sail in sight all working to east along edge of ice.
Lat 72.20 Lon 166.40 St
- Wed 10 Fog calm.
- Th 11 Fog calm latter part wind N.E.
- Fri 12 Light wind N.E. fine & clear 8 ships in sight learned the ship Recluse was grounded on Herald Island on the 4th inst all hands saved gained Andrew Hicks & Triton. Lat 71.45 Lon 165.55
- Sat 13 Some fog squalls spoke return Sea Breeze & ship Lt. Henshaw
Lon 167.20
- Sun 14 Cloudy wind N.E. light James Allen stuck a forehead lost him in the ice. 13 sail & 2 stores in sight. spoke ship then Lewis & whaler gained back Triton.
- Mon 15 Snow wind N.E. to E. fresh breeze spoke big Hidalgo. 5 sail in sight
- Tue 16 Fresh breeze N.E. 8 sail in sight 5 P.M. gained big Alexander

Arctic Ocean cruising to westward Sept '89

Tue 17

Fresh breeze N.E. 5 sail in sight snow squalls
gained back Bombardier & Billow.

Wed 18

Fine wind N.E. saw 3 whales but did
not see lower boats as saw them but one
rising 5 P.M. gained back J. A. Howland
11 sail & 5 Stuns in sight learned the
Stun Snatcher has 6 whales James Allen
got a whale. on 14th inst. Stun Snatcher got on ice.

Thurs 19

Fine wind N.E. until 12 M. when came
in thick fog run off to S.W. all day.

Fri 20

Fine wind N.E. 3 Stuns and 5 Sail in sight
spoke Jesse Newman & Berinaw

Sat 21

Fine wind N.E. 4 Stuns & 4 sail in sight
5 P.M. lowered boats for bowhead saw 1
one rising after lowering returned to ship
without success

Lat 72.30 Lon 170.40

Sun 22

First part fine middle & latter part snow squalls
& strong breeze E. 2 sail in sight

Mon 23

Three 24 h's quite fresh breeze N.E. to E. foggy
for 3 hours 13 sail in sight all working N.E.

Lat 72.30 Lon 171.55 W.

Tue 24

Three 24 hours fresh breeze N.E. to E. partly
foggy 13 sail in sight 6 P.M. gained Stun
Balma.

Wed 25

Three 24 hours fresh breeze E. snow squalls
10 sail & 5 Stuns in sight.

Lat 72.33 Lon 170.20

September 22 October 1889

Sept 26 Light breeze N.E. 20 sail in sight saw bark
Orinoco & Ocean with boats down chasing
whale. 6 P.M. gained Schur Jane Grey & H. J. A. Knowlton

Sept 27 Light breeze N.E. 16 sail in sight spoke St. John
H. M. Harris & Schur Sea Symphonic at 12 M kept
off steering S. by E. for Herald Island

Sept 28 Light breeze & fine from N. saw Tutor, Samuels, &
Northern Light with boats down steering to
S. all day 12 sail in sight.
Lat 72.22 Lon 171.56 W

Sept 29 Light air all quarters spoke bark Northern
Light at 3 P.M. sighted Herald Island bearing
H. 35 miles 16 sail & 1 Stm in sight 1 bark
with boats down
Lat 71.55 Lon

Sept 30 Wind N. N. E. quite fresh saw bark Northern Light
and Bounding Billow with boats down, at 4.30
P.M. lowered boats for Bowhead did not see him
from boats Herald Island bearing H. 38 miles.

Oct 1st Light wind N. to N.E. fine 5 sail & Herald
Island in sight at 4 P.M. lowered 5 boats
for Bowhead did not get him from
boats Herald Island west 45 miles

Oct 2nd Wind N.E. quite fresh at 7 A.M. lowered 5 boats
for several Bowheads at 3 P.M. L. B. B. struck
and saved one took him alongside cut etc
saw 6 sk. leucis get one.
Lat 71.36. Lon 172.58 W

Oct 3rd Wind E. fog & snow squalls saw several ships
with boats down & leucis cutting another whale
spoke bark Abraham T. Barker

October 1889

- Frid 4 Snow until 12 M then light breeze S.E. fine
 & clear 3 ships in sight boiling
- Sat 5 Quite fresh from N.E. 6 sail in sight ship
 on port tack most of the time boiling
- Sun 6 Gale from N.E. to S. ship on port tack
 at 12 M failed to sail. 10 sail better part
 snowing 1 sail in sight
- Mon 7 First part moderate from N.E. at 6 A.M.
 went around on star tack made sail.
 10 sail in sight middle & better part strong
 breeze with snow. Ship on star tack
- Tues 8 First part strong breeze N.E. snowing at 7 A.M.
 Second E.S.E. Cape Lisburne rounded had
 15 fathoms water on Herald Shoal middle part same
 better moderate from S.E. at 5 P.M. went around on
 star tack heading N.E.
 Lat 71.04 Lon 167.34
- Wed 9 First part fresh breeze N.E. course S.E. middle &
 better part strong breeze at 2 P.M. sighted Cape
 Lisburne 3.30 P.M. steering S by E. until 8 P.M. then
 S by E.
- Thurs 10 Variable winds light air from S. one sail in sight
 and some Devil fish
 Lat 67.15 Lon 167.54
- Frid 11 Light breeze S. thick snow storm comes S by E & S.E.
 at 12 M cleared up East Cape. Rounded Cape
 Prince of Wales in sight, light southerly winds
 the remainder of the day ship on various
 tacks 2 sail in sight at 5 P.M. rounded Cape
 S by E. 30 miles
- Sat 12 Light snow squalls & light air all quarters gamma
 10 sail clear reports Andrew Hicks in sight
 2 whales rounded in sight 30 miles S by E

Passage to San Francisco October 1879

- on 13th Fore part light southerly wind ship on different tack to St. of Hornedre strong northwesterly current 5 sail in sight Middle & latter part same.
- on 14th Fore part light air from S. Middle & latter part calm. Sighted bearing S. 30 miles 3 sail 1 ship in sight
- on 15 Fore part light air S.E. Middle & latter part same. Passed Hornedre steering S.S.E. 3 sail in sight
- on 16 Fore part fresh breeze S.E. Krige island in sight bearing S. 10 miles Middle & latter part same at 8 P.M. spoke Sk Abram Barker then steered S.W. for St. H. Cape
- on 17 Fore part strong breeze S.E. corner S.S.E. Sk Andrew Dick in sight. at 5 P.M. luffed to the wind under loose topails on star tack St. Matthew Island bearing S. 50 miles
- on 18 Fore part moderate from S.E. Middle & latter part calm lying about 4 miles off from Hall's Island caught some food-fish.
- on 19 Light air all quarters calm 3 ship Grampus & 4 Humpbacks in sight Ship lying off S.W. side St. Matthew Island 5 miles distant
- on 20 Rain fresh breeze S.E. Ship on different tack at 12 M. passed the Cimacles a cluster of rocks off St. Matthews, and spoke Cape Bea Ringard & Bowheads left the ice in the Arctic 13th at 2 P.M. kept off S.E. for Igloom island 17th pass.

Passage to San Francisco October 1897

Mon Oct 21st

Light winds from N. W. corner S. S. E. until
 7 A. M. strong breeze N. W.

Tues 22 First part strong breeze N. W. ship under
 lower topsails steering S. S. E. at 6 A. saw the
 Alice Knowles lying under lower m. topsail
 Middle part wind light N. W. latter part
 wind S. W. light
 Lat 54.52 Lon 172.74

Wed 23 Fore part partly thick wind S. W. ship on
 different tack Middle & latter part same
 Lat 54.14 Lon 172.12

Thurs 24 Fore part strong breeze S. W. at 8 A. M.
 Capt Smith went aboard of bark Alice
 Knowles came back at 10 A. M. reports 1 whale
 Middle part light latter part strong breeze
 N. W. ship on star tack
 Lat 53.34 Lon 171.25

Fri 25 Fore part strong breeze N. corner S. S. E.
 at 11 A. M. sighted Adhowtha Island 15 miles
 to S. E. at 1 P. M. Island bore N. E. 20 miles
 wind S. W. corner E. S. E. latter part wind
 light corner E.

Sat 26 Fore part light wind S. S. E. corner E.
 Middle & latter part quite fresh breeze
 corner E. scraped mainmast
 Lat 51.10 Lon 167.02 W.

Sund 27 Strong breeze N. to N. W. heavy sea from
 E corner E. the Adrew Hicks in sight

Mon 28 Fine wind light N. corner E 1/2 N.
 Andrew Hicks in sight
 Lat 49.24 Lon 160.54 W.

October. (or November) 1887

- Tue 29 Fine light southerly wind course E by S.
 Lat 47.55 N. Lon 157.21 W.
- Wed 30 Fore part fresh breeze S. W. course E by S. Middle
 & latter part strong breeze & squally from S. W.
 Lat 48.37 N. Lon 154.55 W.
- Thurs 31st Fore part strong breeze S. W. course E by S.
 at 11 A.M. supping under cover fore & main
 & foresail lost S. W. Middle part same
 latter moderate course E.
 Lat 48.30 N. Lon 149.50
- Fri Nov 1st Fore part wind S. S. E. course E. retained
 foresail Middle & latter part fresh breeze E. S. E.
 Ship on star tack retained main & mast staysail.
 Lat 47.54 N. Lon 145.25 W.
- Sat 2nd Fore part wind light S. thick drizzle
 Middle & latter part light air all quarters
 course E by S 1/2 S.
- Sun 3rd Fore part calm heavy swell from
 S. E. Middle & latter part wind N. rain
 course E by S 1/2 S.
- Mon 4th Fore part fine wind quite fresh N. N. W.
 course E by S 1/2 S. washed fore. Middle & latter
 part same
 Lat 46.20 N. Lon 140.25 W.
- Tue 5 Fore part light air S. course E by S 1/2 S
 during fore. Middle & latter part wind
 S. S. E. quite fresh course E by S 1/2 S.
 Lat 45.24 N. Lon 138.20 W.
- Wed 6 Fore part light breeze S ship by the wind
 on star tack Middle & latter part same.
 Lat 44.09 N. Lon 134.08 W.

November 1889

Thurs 7

Light wind from S.E. ship on star
tack

Lat 43.30 N. Lon 131.10 W

Frid 8

Light wind S.E. to E.S.E. ship on star
tack

Lat 44. N. Lon 130.17 W

Sat 9

Light breeze S to S.S.W. at 9 P.M. hauled
to N.W. course S.E.

Lat 43.26 N.

Sun 10

Four part wind N.W. light 1 sail & some
finbacks in sight middle & better part
fresh breeze course S.E. to S.

Lat 41.27 N. Lon 125.18 W

Mon 11

Four part wind N.W. Strong course E.
at 10 A.M. sighted coast of California
at Bodega Head. Better part moderate
3 sail in sight at 6 P.M. At Cayes light
in sight bearing N.E. 8 miles Farallone
light bore S.E. Employed all day in
washing shipTues 12 At 8 A.M. took tug boat anchored at 11 A.M.
in San Francisco

List of officers aboard John R. Hathrop
Season of 1890

Chief Mate	John A. Cook Master
Boat Header	Chas. A. Sparks
2nd Mate	Gen. F. Sparks
3rd	C. W. Clark
4th	John W. Nye
	John Silva

John & Hawthorne Voyage of 1870

John A Cook Master

Dec 10th 1870

Capt Cook went aboard at 3 P.M. weighed anchor & moved to Presidio anchored 7 miles from S. H. with rain.

Wed 11 At 6 A.M. took tug proceeded to sea light breeze S.E. to S.W. very squally at 9 P.M. heavy tempest. Finally on bearing N.W. 8 miles.

Thurs 12 Light air from S.E. to S.W. ship beating to windward doing very little as it lashed in sight. Lat 37.58 Lon 123.06

Frid 13 Light wind from N.E. course S.W. by S. 2 sail in sight employed setting boats & trade. Lat 37.12 Lon 123.56

Sat 14 Light air & calm employed fixing boats & ship. Lat 36.51 Lon 124.11

Sun 15 Calm until 3 P.M. then light air from S.S.E. course S.W. by S. two sail in sight. Lat 36.38 Lon 124.46

Mon 16 Course in fresh breeze S.E. middle part rain latter part wind S.W. by S. steering S.S.W. Lat R. W. 36.18 N. Lon R. W. 126.46 N.

Tues 17 Course in quite fresh breeze S.W. by S. wind squally ship on star tack & middle & latter part same employed in general work. Lat 36.23 Lon 127.25 N.

Wed 18 Course in quite fresh S.W. by S. ship on star tack middle & latter part light squally N. Lat 36.54 N. Lon 128.10 N.

Thurs 19 Course in & variable light baffling winds from S.W. & N. ship on star tack. Lat 36.30 N. Lon 128.45 N.

Passage to Lilloo Sea. Dec 1889

Friday Dec 20th

Comes in light S. W. wind with
squalls & light rain Middle part same
batter part wind S. light course S. W. 2 W.
Lat 29.17 N. Lon 129.51 W.

Sat 21

Comes in light S. W. to S. W.
course S. W. 1/2 W. Middle & latter part
same

Lat 28.20 N. Lon 130.30 W.

Sun 22

S. W. Squally fresh breeze S. W. W. course
Lat 26.59 N. Lon 133.15 W.

Mon 23

Some squally wind S. W. 1/2 W. S. W. fresh
course S. W. by W.
Lat 25.20 N. Lon 135.51 W.

Tue 24

Comes in & continues fresh breeze S. W.
course S. W. by W.
Lat 24.00 N. Lon 138.30 W.

Wed 25

Comes in & continues quite fresh S. E
trades course S. W. by W. 1/2 W.
Lat 22.56 N. Lon 141.06 W.

Thurs 26

Comes in & continues quite fresh from
E. N. E. course S. W. by W. 1/2 W.
Lat 22.16 N. Lon 143.38 W.

Frid 27

Comes in moderate trades E. N. E. Middle
part same, latter part fresh breeze E. N. E.
course S. W. by W. 1/2 W.
Lat 21.36 N. Lon 146.14 W.

Sat 28

Comes in & continues moderate E. N. E. trades
course S. W. by W. E. W.
Lat 20.00 N. Lon 148.24 W.

Sighted Hawaii January 1890.

Monday Dec 29th

Came in light breeze E. N. E. a land
middle & latter part same, course S. N. by E. 1/2 N.
Lat 20.28 N. Lon 155.15 W.

on 30 Came in with rain quite fresh breeze E.
middle part same latter part calm.
course S. N. by E Lat 20.54 N. Lon 155.57 W.

on 31 Came in calm middle part same latter
part light breeze S. course S. N. by E 1/2 N.
Lat 19.26 N. Lon 153.42 W.

Wed Jan 1st

Came in & continues light air same
S. N. and calm Hawaii in sight 12 miles to N.
Lat 19.16 N. Lon 154.52 W.

Thurs 2nd

Came in calm middle part same
latter part light breeze N. E. course S. N. by E.
Ship 20 miles off to E of Hawaii
Lat 19.01 N. Lon 154.57 W.

Fri 3rd

Came in light trades parted
boats corner N. by E at 7 A. M. passed S. Pt. of
Hawaii latter part calm
Lat 18.58 N. Lon 156.15 W.

Thurs 4th

Came in light S. E. wind course
N. S. N. middle part equally latter fine calm
Lat 18.37 N. Lon 157.13 W.

on 5th

Came in light air S. E. to E. course
N. S. N. middle & latter part light breeze N.
with showers of rain
Lat 18.10 N. W. Lon 157.40 W.

on 6th

Came in good breeze E. course N. S. N.
middle & latter part rain equally course N. by E.
S. D.
Lat 17.47 N. Lon 161.32 W.

Passage to Yellow Sea January 1880

- Sun 7 Course in light trade from E.
 Middle part rain latter part fine.
 course N. by S. 1/2 S.
 Lat 17.35 N. Lon 164.00 N.
- Wed 8 Course in & continues fine with light
 wind from E. By 10 day parted office
 it set it up again course N. by S. 1/2 S.
 Lat 17.25 N. Lon 166.00 N.
- Thurs 9 Course in & continues fine light breeze E.
 course N. S. N.
 Lat 17.31 N. Lon 167.33 N.
- Frid 10 Course in & continues very light from
 E course N. S. N.
 Lat 17.25 N. Lon 168.57 N.
- Sat 11 Course in & continues light wind & fine
 weather course N. S. N. Painted Ship
 Lat 17.13 Lon 170.13 N.
- Sun 12 Course in & continues light wind E. N. E.
 course S. N. by N. 1/2 N.
 Lat 16.48 N. Lon 171.45 N.
- Mon 13 Course in rain squally wind E. light
 course S. N. by N. 1/2 N. Middle part same
 latter part fine wind N. E. light
 Lat 16.15 N. Lon 173.21 N.
- Tues 14 Course in fresh breeze E. course S. N. by N.
 Middle & latter part same
 Lat 15.45 N. Lon 175.43 N.
- Wed 15 Course in & continues fresh breeze E. N. E.
 course S. N. by N.
 Lat 14.50 N. Lon 178.16 N.
- Thurs 16 Squally wind E light course N. S. N. Middle
 & latter part same
 Lat 14.05 N. Lon 178.55 E.

ark John A. Smith & J. A. Look. January 1870 Master
 at 18 Crossed Meridian of 180 yesterday so we
 drop Friday take Sat instead
 Course in equally
 light breeze & course N. by E. 1/2 S.
 Lat 13.53 N. Lon 177.21 E.
 at 19 Light breeze & course N. by S. 1/2 S.
 Lat 13.55 N. Lon 175.45 E
 at 20 Calm
 Lat 14.04 N. Lon 174.42 E
 at 21 Calm
 Lat 13.32 N. Lon 174.45 E
 at 22 Calm
 Lat 13.56 N. Lon 174.35 E
 at 23 Calm
 " 13.44 N. Lon 174.21 E
 at 24 Light breeze N. N. to N. course N. by S.
 Lat 13.13 N. Lon 173.05 E
 at 25 Light N. E breeze course N. by S.
 Lat 13.02 N. Lon 169.05 E
 at 26 Light & wind fine course N. 1/2 S.
 Lat 13.10 N. Lon 166.35 E
 at 27 Light & wind fine course N. 1/2 S.
 Lat 13.17 N. Lon 164.33 E
 at 28 Light & wind fine course N.
 Lat 12.37 N. Lon 161.30 E
 at 29 Light & wind fine course N.
 Lat 12.53 N. Lon 158.47 E
 at 30 Light & wind fine course N.
 Lat 14.08 N. Lon 156.06 E
 at 31 Light & wind fine course N. 1/2 S.
 Lat 14.08 N. Lon 153.12 E
 at Feb 1 Fresh & wind some squally course N. 1/2 S.
 Lat 14.08 N. Lon 147.00 E
 at 2 Fresh & wind some squally course N.
 Lat 14.12 N. Lon 146.00 E
 continued
 10 P. M. hauled aback off E pt of Pola

Passage to Yellow Sea

- Mon 3^d Strong breeze S.E. at 3 P.M. went ashore at
Kota got 15 bble Yams some sweet potatoes
2 oranges returned to ship at 7 P.M.
- Tues 4 Strong breeze E.S.E. went ashore at 7 A.M.
got 12 Pigs 3 bble corn 20 bble Yams 20 bble
Sweet potatoes 5000 oranges 30 chickens
returned to ship at 5 P.M. kept off N.H.
for Yellow Sea
- Wed 5 Light air S.E. and calm coasts N.H. by N.
Lat 15.40 N. Lon 144.28 E
- Thurs 6 Light air S.E. coasts N.H. by N.
Lat 16.56 N. Lon 143.34 E
- Frid 7 Light wind S.E. coasts N.H. Just lower aloft
Lat 18.18 N. Lon 142.00 E
- Sat 8 Light wind E. latter part wind N. coasts
N.H.
Lat 19.18 N. Lon 140.22 E
- Sun 9 Fine part calm middle part quite fresh breeze
N.H. ship on port tack close hauled latter part
same
Lat 19.58 N. Lon 140.15 E
- Mon 10 Fresh breeze from N.H. & very rugged ship steering
N.H. by N.
Lat 20.53 N. Lon 139.49 E
- Tues 11 Squally set up all head gear middle & latter
part light misty squally wind S.E. light coasts
N.H.
Lat 21.57 N. Lon 139.07 E
- Wed 12 Fine wind N. light coasts N.H. by N. ship on star
tack close hauled
Lat 23.00 N. Lon 138.56 E
- Thurs 13 Fine wind carrying from N.H. to N.H. & E
ship close hauled on star tack
Lat 23.48 N. Lon 138.48 E
- Frid 14 Fine wind very light from S.E. to E
coasts N.H. by N. middle part same latter part
fine breeze S.E.

Yellow Sea February 1887

- 15 Cloudy quite fresh breeze S. S. E. course N. by N. until 3 P.M. then N. by E. Lat at 3 P.M. 27.03 Lon 134.02
- 16 Two part rain thunder lightning fresh breeze N. N. Ship on port tack Middle of better fine wind N. quite fresh at 3 P.M. sighted Suwa Sima and Waka Sima bearing N. N. W. 5 miles 1 hour passed at 3 P.M. steering N. N. E. Lat 3 P.M. 27.24 Lon 130.30
- 17 Calm and light air from N. 4 of the Agille group of islands in sight 1 hour passed from S. N. Lat 27.11 N. Lon 130.32
- 18 Two part cloudy wind S. to S. S. N. quite fresh at 7.30 A.M. passed into the Yellow Sea island W. N. S. Sima bore N. 4 miles dist. Chrysometa 30 miles to far east course N. N. N. Ship steering N. at 11 A.M. wind hauled to S. N. fresh breeze & squally 1 P.M. strong breeze N. N. N. ship under heads topsails at 2 P.M. kept off E. S. E. at 6.30 hauled to the wind on port tack to N. of bracketed island 5 N. 5 miles Lat 27.01 Lon 129.85 at 8 A.M.
- 19 Strong breeze from N. N. N. to N. N. ship on different tacks to leeward of the Kinechi to the Agille islands 3 in sight So Ob
- 20 Strong breeze N. N. ship on different tacks sighted Macdonion Rk could not get into the sea Lat 28.02 Lon 130.0
- 21 Light air all quarters from N. N. to N. E. islands in sight strong current Lat 27.35 Lon 130.02
- 22 Light wind from S. until 8 A.M. light air from S. N. to S. E. with rain squalls until 4 P.M. when strong breeze with rain & thick at 5.30 P.M. Aknisi Sima bore N. 3 miles dist. course N. N. N. very rugged

Cruising in Yellow Sea February 1880

Sun 20 Thick and rainy all day wind S. N. E. 24
fresh course N. N. W. until 8 A.M. then N. W.
at 4 P.M. wind hauled to N. ship by the with
on star tack. Lat N. 30.15 Lon 126.10 E

Mon 21 First part strong breeze N. N. W. ship on star
tack 1 whale in sight to leeward supposed
to be Josephine Middle & latter part quite
moderate ship on star tack close hauled under
N. N. E to N. Lat 30.19 N. Lon 126.21 E

Tues 22 All three 24 hrs fresh breeze N. ship on different
tacks Main & Gallant sail out working N. back
Lancer in sight Lat 30.30 N. Lon 126.10 E

Wed 23 All three 24 hours rain wind E. moderate
1 Merchant bark 1 Stom and 1 Humback
seen to day Lat N. 30.50 Lon 126. E

Thurs 24 Fog & rain all day light air N. E to N.
Lat N. 30.55 Lon 125.52 E

Frid 25 moderate gale all day from N. ship under
fore topsails on port tack very ragged
Lat 30.40 N. Lon 126.40 E

Sat March 1st Four part moderate gale from N. W.
Middle & latter part strong breeze N. N. W.
ship on different tacks trying to work to N.
1 Stom passed string N. E
Lat 30.40 N. Lon 126.58 E

Sun 2nd Three 24 hrs fine wind N. quite fresh until
raised 12 hr then light at 12 M lowered 5 boats for
1 several, eight whales N. B. struck & killed one
but she sunk took time to ship tried to heave
him up but line parted lost him
Lat 30.48 N. Lon 126

As far as can be framed this whale was lost
by not having the 3rd boat to fasten when every
boat had within direction to fasten the fast
whale until 3 boats were fast & then died or

March 1870

- 3^d These 24 hours good weather with light breeze
 at day break raised 3 Right whales
 Capt lowered in S.B.B and lowered N.B
 S.B. & N.B. Capt struck and saved one took
 alongside cut etc Lat 30.45. Lon 125.45 E
- 4th Gale from N. N. W. ship under lower topsails
 different tacks 1 Stmr passed by
 Lat 30.54 Lon 126.30 E
- 5th All these 24 hours fine wind light from N.
 Ship on different tacks boiling nothing seen
 Lat 30.48 N. Lon 126.50 P.M. 125.38
- 6th Wind varied light S. Ship on different tacks
 saw 1 Humpback and Stmr at 2 P.M. raised
 3 Two Right whales lowered 3 boats but whale
 was too far to windward could not get there
 until after dark. gunnys aboard at 7 P.M.
 Lat 30.40 N. Lon 126.04 E
 Captain Hallett Chgo 126.00
- 7th All these 24 hours wind S with gunnys at 8
 A.M. lowered 4 boats for 2 Right whales
 N.B. struck and saved one took alongside
 cut etc 2 Whale backs in sight
 Lat N.B. 30.40. Lon 126.10 E
 125.55
- 8th All these 24 hours strong breeze E.N.E with
 rain ship under lower topsails on different
 tacks boiling until 4 P.M. when fueled fire
 cooled down
 Lat N.B. 30.55 Lon 126.10 E
- 9th Smoky and foggy wind light N. ship on
 different tacks boiling one sail in sight.
 Lat 30.46 N. Lon 126.56 E
- 10th All these 24 hours wind N. fine good breeze
 at 4 P.M. gunnys 8k. Raney Capt Cleveland
 had seen nothing heard from John. P. West
 Josephine Lagoda and C. W. Morgan none of
 had seen any Right whales Lat 30.56 N. Lon 126.58 E

Yellow Sea March 1870

- Tues 11 Breeze 4 ships in sight wind N. by ship running on different tacks latter part rain. Spent oil 163 lbs
- Wed 12 Gale from N. by ship with rain ship on different tacks under lower topsails & staysails Lat 30.41 N. Lon 125.58.2
- Thurs 13 Strong breeze very rugged from N. by ship hauled stowing S. by ship on different tacks under whole topsails at 3 P.M. set courses Lat 30.37 N. Lon 126.08.2
- Frid 14 Fair part rainy moderate from N. 1 sail and stow in sight middle & latter part strong breeze with rain wind N. N. E. at 4 P.M. set fore tacks Lat N. R. 30.44 Lon 126.00.
- Sat 15 Gale with rain from S. ship on different tacks under lower topsails latter part on port tack nothing seen Lat N. R. 30.45 Lon 126.00
- Sund 16 Good cruising weather at 4 P.M. gained bark J. P. West. Capt Kallatt. had seen Right whale 3 times since the 11th report C. H. Morgan catching whale 13th Bk. Hancock in sight. Capt Kallatt saw him in 30.44 Lon 126.50
- Mon 17 Light breeze N. E. J. P. West in sight raised ship working to N. E. latter part two more by 5 sail in sight gaining at 4 P.M. raised bank 4 Right whale J. P. West saw them at same time and being more lowered boats struck a whale carcase dark before we could get there Lat 31.10 N. Lon 126.44 E 2

Yellow Sea March 1870

69

- 18 Strong breeze E. rain at 6 A.M. lowered 3
boats for 3 Right whale S.B. struck and
saw one took alongside cut etc. J. P. That
lost her whale last night in sight this
A.M. working to windward Middle &
Latter part gale from S.D.
Lat N. 31.10 Lon 126.58 E
- 19 Cloudy & raining wind A.H. ship steering to N.E.
4 ships in sight 1 cutting whale.
Lat N. 31.58. 126.50
- 20 Fair part cloudy 2 whale ske 2 Stuns & 1
merchant bark in sight Middle & Latter part
rain Ship steering S. boiling
Lat 32.17 Lon 126.50
- 21 Fair part fair weather wind E.A.E.
5 ships in sight spoke Cape Horn Pigeon
just arrived saw C. St. Morgan with
boats down and flag on boiling Middle
and Latter part rain weather
at 3 P.M. lowered 4 boats for one right
whale going to windward came aboard
without success Lat 31.05 Lon 126.44
- 22 Fair part fresh breeze N.W. 2 sail in sight
ship on distant tack Middle & Latter part
moderate 5 sail in sight Lat 31.08. 126.55 E
- 23 Fair part rainy wind 2 sail in sight Middle
part smoky strong breeze S.W. Latter part
wind N.W. strong 3 sail in sight.
Lat 31.03 N. Lon 126.40 E
- 24 Fair part rain wind N.W. strong breeze.
Middle part strong breeze cloudy Latter
part wind N. strong Cape Horn Pigeon
spoke us another sail in sight.
Lat 30.48 N. Lon 126.31 E

Yellow Sea March-April 1870

- Tue 25 First part quite fresh breeze N. Middle
 & latter part fine light breeze N. gained
 Cape Horn Region clear
 Lat 30.35 Lon 126.00
- Wed 26 Fine all day at 3 P.M. John P. West
 another sail came in sight to E. C. H. Pigeon
 in sight saw some frigates wind E. N. E.
 light ship on star tack
 Lat 31.05 Lon 126.37
- Thurs 27 Rain until 3 P.M. for the remainder
 of these 24 hours wind light S. E. & S. W.
 some frigates seen
 Lat 31.15 N. R. Lon 126.37
- Fri 28 Cloudy frequent fog squalls ship on different
 tacks saw a steamer hold for any use wind
 N. E. light
 Lat N. R. 31.10 Lon 126.37
- Sat 29 Clouds wind light N. E. ship on port tack
 all sail out saw our sail to leeward steering S. W.
 at 3 P.M. steered S. E. by E. 1/2 E
 Lat 30.50 N. Lon 127.05
- Sun 30 Two part wind light all quarters plenty of rain
 middle part cloudy at 1 P.M. fresh breeze N. N. W.
 steered E by S. until 3 P.M. weather looking
 thick & hazy with strong breeze luffed to our
 star tack under lower topsails distance 60 miles
 dist.
 Lat 30.58 N. Lon 128.16
- Mon 31st Strong breeze N. N. W. corner E. by S. at
 daybreak sighted Kinohoten islands 10
 A.M. passed between the island of Naka and
 Surua two active volcanoes out of Yellow sea
 to Pacific Ocean again Middle & latter
 part strong breeze N. Ship by the wind port
 tack
 4 P.M. Lat 29.57 N. Lon 130.50

John & Winthrop April 1870 John A. Cook Master

April 1st

Calm quite a squally breeze N.E.
 Stowed coals of fresh water in aft hold.
 Island of Vanuatu in sight 15 N. N. W.
 Lat 10.08 Lon 150.37.31 P.M.

2nd Fresh breeze N.E. ship on star tack until
 3 P.M. when tacked ship 7 miles from Toino
 Misaki island of Kiusiu some smoke in
 sight found Choo 12 miles E of ship's position
 No sights Lat 8.16 Lon 151.30 E

3rd Strong gale N.E. until 7 A.M. then fresh breeze
 very foggy until 12 P.M. latter part fine
 wind light N.E. at 2.30 P.M. tacked ship
 8 miles E.S.E. from Okaya Garoa. Saw Blackfish
 Lat 3.56 Lon 151.45 E

4th Fore part fine moderate from S.E. land
 in sight steered N. N. W. at 12 M. hauled up
 N.E. Okino island in sight 20 miles dist
 latter part squally strong breeze S.E. ship on
 port tack land in sight until dark.
 Lat 32.12 Lon 152.26

5th Strong gale with rain until 6 A.M.
 then pale from N.W. until 12 M. latter
 part fresh breeze N.W. ship on port
 tack passed island of Okino at 3 P.M.
 At 6 P.M. 8 miles S. port sea.
 Lat 32.40 Lon 153.07

6th Fore part fine wind light N. course E.
 along the S. coast of Sibok island some
 finbacks seen, at 12 M. passed Buoto bet
 entrance to Ki channel. latter part
 gale from N. ship on star tack N. N. W. of said.
 some thunder. 1 merchant ship in sight
 lying to Lat 33.14 Lon 154.18 E

7th Fore part fresh breeze N. W. course E. N. E. across
 Ki channel at 11 A.M. passed S. H. from S. S. Sino
 middle & latter light air from N. ship steering N.E.
 E. some of them passed bet latter by Sino
 Whithier bound to Singapore
 Lat 33.30 Lon 155.45 E

Japan Coast April 1890

Sun April 7th continued, Civil time.

At 9.10 O'clock P.M. in Lat 33.30 N. Lon 136.00 E. being about 20 miles off shore fire & smoke was discovered issuing forth from fore hold. All hands were called at once and by prompt action on their part, fire was subdued without damage. Investigation was at once begun to ascertain the origin, when an empty ~~meat~~ meat can was found placed in middle of coil of old tarred rigging together with bits of charred paper scattered about. The can had evidently been filled with oil. Three articles were placed against the head of a cask of whale oil in the lower fore hold well forward. Head of cask was badly scorched. The finding of these materials & other strong evidence it was the work of an incendiary.

Tues 8th at 6.30 O'clock Wm Ritchie came aft voluntarily testifying that he and Lewis Kilburn went down the fore hatch said Ritchie standing watch while Lewis Kilburn set fire to ship & more of particulars were taken down on paper. Chas Collins Ernest Taylor Jas W. Gregor and Carl Andros made statements all tending to convict Kilburn and substantiate Ritchie's statement. Rather fine all day. Kilburn & Ritchie removed from fore hatch to lower on deck put in time at dark.

Lat 33.38 Lon 137.52
At 5.30 P.M. Lewis Kilburn acknowledged his guilt before the whole ship's company.

Wed 9th Four part fine mixed light S. course E by S. Droughtier rock in sight. Middle part same. Mikawa island & Matsujio island in sight. Latter part same course E. by S. Wm Ritchie & Lewis kept at work on ship's duty at dark hands put on in their watch belts.

Lat 33.40 N. Lon 138.47 E

Passage to Kodiak April 1870

- Thur 10 Fore part fresh breeze N. course E by N.
 Middle part same latter moderate
 Wm Ritchie and Kilburn at work all day
 in irons at night Lat 34.36 N. Lon 142.56 E
- Fri 11 Fore part smoky wind N. light course
 E by N. Middle & latter part same
 repaired J. E. V. Topsail. Wm Ritchie &
 Kilburn at work all day in irons
 at dark Lat 35.15 N. Lon 144.45 E
- Sat 12 Fore part fresh breeze S. N. course E by N.
 Middle & latter part strong breeze S. N.
 course E N. E. Ritchie & Kilburn at work
 until dark then in irons
 Lat 35.54 N. Lon 148.22 E
- Sun 13 Fore part fresh breeze N. Ship lying to on star
 tack until 5 A.M. when started E by N. Middle
 & latter part same Lat 36.49 N. Lon 152.03 E.
 Ritchie & Kilburn put in irons at dark.
- Mon 14 Three 24's fine wind light E. ship on star
 tack some forebacks for sight
 Lat 36.40 N. Lon 153.52 E
- Tue 15 Three 24's fine cloudy wind light S. E. course
 E N. E. large quantities of red feed seen some
 forebacks Lat 37.56 N. Lon 156.15 E
- Wed 16 Rain with fresh breeze S. E. course E. N. E.
 Lat 39.20 N. Lon 158.50 E
- Thu 17 Rain gale from S. E. until 3 A.M. Then rapid
 fresh breeze S. N. heavy swell course N. E. by E.
 Lat 40.10 N. Lon 164.10 E
- Fri 18 Finest part fog wind fresh N. N. course N. E. by E.
 Middle & latter part fresh breeze N. N. clear
 course E. N. E.
 Lat 41.46 N. Lon 165.06 E

Passage to Kodiak April 1898

- Sat 19 Fore part cloudy wind light S. corner S. N. E. middle & latter part calm.
Lat 42.30 N. Lon 162.15 E
- Sun 20 Strong breeze N. to N. W. corner S. E. very squally
Lat 42.45 N. Lon 170.15 E
- Sun 21 Calm until 3 P. M. light air S. corner S. E.
Lat 42.42 N. Lon 175.00 E
- Tues 22 Fresh breeze. S. W. corner S. E. parted N. W. to sail to middle & latter part quite moderate
Lat 44.00 N. Lon 177.00 E
- Wed 23 Fore part frequent snow squalls wind N. W. corner S. E. middle part ~~same~~ latter part fine wind N. W. corner S. E.
Lat 45.12 N. Lon 179.11 W
- Wed 23 Changed day as we crossed Tropic having fog & squalls.
Fore part fine calm middle & latter part wind S. W. corner S. E. by E
Lat 46.13 N. Lon 176.45 W
- Thurs 24 Fore part fog wind S. W. fresh corner S. E. middle & latter part cloudy wind moderate
S. corner S. E.
Lat 47.48 N. Lon 172.56 W
- Frid 25 Smoky wind S. W. moderate corner S. E. middle & latter part same.
Lat 49.04 N. Lon 162.14 W
- Sat 26 Light wind S. W. corner S. E. by N.
Lat 50.00 N. Lon 166.37 W
- Sun 27 Fog until 2 P. M. wind light S. W. middle part clear quite good breeze S. corner S. E. by N. latter part fog bank to N. wind S. W. good breeze corner S. E. by N.
Lat 51.00 N. Lon 164.25 W

Cruising Kodiak May 1890

- on 28 Fore part fine wind N. to N. N. E. quite
 fresh Middle & latter part same
 Lat 52.36 N. Long 162.45 W
- on 29 Fine all day wind S. W. moderate course
 N. E. Lat 54.10 N. Long 157.04 W
- on 30 Fore part thick rainy strong breeze S. S. W. Ship
 under lower topsails Middle part same.
 at 5 P.M. cleared up wind S. W. few finbacks
 seen Lat 54.35 N. Long 156.28 W
- on 31 Fore part strong breeze & rain from S. E. Ship
 on star tack. Close hauled Middle part wind
 S. course E. N. E. latter part same course N. E.
 until 7 P.M. huffed too on star tack
 Lat 55.00 N. E. Long 154.40 W
- on May 2^d Foggy with fresh breeze S. at 3 P.M. turned
 N. E. Middle part same latter part clearing
 wind light S. W. course N. E. 1/2 N.
 No Obs.
- on 3 Fore part fog & rain wind S. E. light Middle
 part same latter part cloudy course N. E. 1/2 N.
 Lat 56.20 N. E. Long Obs. 148.00
- on 4 Fore part fog & clear by turns wind S. E.
 light course N. E. 1/2 N. Middle & latter part
 same. Some finbacks.
 Lat 57.06. Long 145.25
- on 5 Fore part fog Middle fog & clear by turns latter part
 same wind E. Ship on star tack close hauled
 Lat 57.47 N. E. Long 144.30 N.
- on 6 Fore part fog light rain squalls wind S. E. light
 some finbacks Middle part clear latter cloudy
 course N. E. Lat N. E. 58.50 Long 142.00
- on 7 Fore part partly foggy calm Middle same
 Ocean cape in sight latter part light breeze
 by Ocean cape N. E. by compass 40 miles some
 finbacks Lat 59.17 N. Long 141.04

Cruising on Kodiak May 1890.

- June 8th Four part fog squalls fresh breeze. At 10 A.M. raised Right whale. Lost run of him saw him turn flukes twice close to ship did not lower boats. Middle & latter part smoky. Out St Elias & Fairweather in sight 5 P.M. Fairweather bore N.E. by E compass 60 miles dist. Lat 52.02 N. Lon 140.27
- June 9th Four part earth foggy from 10 to 11 A.M. very thick stood in within 1 mile of Ocean cafer sounded 25 fathoms then steered S.E. by compass until Out Fairweather bore N.E. by compass when hauled up by the wind on port tack heading S.E. by E. some finbacks seen. Lat 52.04 Lon 139.18
- June 10th All three 24 hours fine light breeze. N. ship on different tack 20 to 60 miles S.W. of Out Fairweather. Lat 52.04 N. Lon 139.24
- June 11th All three 24 hours thick fog wind light N.E. by E. ship on different tack. No Ob.
- June 12th All three 24 hours light air S.W. fine at 1 P.M. carried St. Elias Beluga 1 whale taken near. Lat 56.22 Lon 140.13. Lat 58.34 Lon 141.20
- June 13th Foggy wind & light ship steering S.W. by E. until 6 P.M. came down on port tack nothing seen. No Ob.
- June 14th Foggy until 8 P.M. wind & light Beluga in sight. at 6 P.M. raised what supposed to be Cow & calf Right whale to far to windward to lower boats plenty finbacks, feed seal etc. Out St Elias bore N.E. by E. Out Fairweather E.N.E. No Ob.
- June 15th Fog & rain all through 24 hours wind E. quite fresh. No Ob.

- id 16 Rain & fog all through 24 hrs wind S.E. quite
fresh No Obs
- at 17 Fog squall & light rain squall wind S.E. & S.W.
light heavy swell plenty finbacks
No Obs
- 18 Fog & rain wind S.E. until 12 M then cloudy
light drizzle squall remainder of 24 hrs
Ocean cape in sight bearing N. 10 miles
at 3 P.M. ship then steered S.W. until 4 P.M.
No Obs
- 19 Four part strong breeze S.E. fog & rain middle
& latter part moderate plenty finbacks & one
Seal in sight
Lat 57.17 No Obs
- 20 Four part fresh breeze S.E. ship on star tack
middle part fog & rain latter part moderate
fog squall wind E
Lat 57.57 Lon 140.49
- 21 Four part rain squall fresh breeze from S. by
E. middle & latter part same at 7 P.M. sighted
Ice cape plenty finbacks Coywies seal etc
Lat 57.57 Lon 142.07
- 22 Four part strong breeze very rugged S.E. course S.W.
at 10 P.M. wind moderated sails lowered & 2 whales
& Right whale latter part light rain wind S.E.
course S. by W.
- 23 Four part rainy wind S.E. light middle part cloudy
wind S. latter part light breeze S.W. ship on
port tack some finbacks one sealing Schur in
sight.
Lat 58.38 V. Lon 144.18
- 24 Four part rainy fog squall wind S. light
middle part same latter part fine light
wind S. ship on star tack some finbacks
and Grampuse 2 P.M. sighted Middleton Island
Lat 59.18 Lon 145.28

Portlock Banks May

- June 26 Fine light air S. to S.E. some Humpback
 Finbacks in sight saw one Sealer.
 at 5 P.M. sealer boat containing 3 men
 from Schur Walter & Rich when lost from
 Schur came aboard took boat on deck
 Lat 59.00 Lon 146.50
- June 26 Fine & middle part fine wind light S. Montague
 island in sight at 12 M. spoke Schur Walter Rich
 boat went aboard latter part breezing on from
 S.E. indications of gale, rain
 Lat 58.58 Lon 148.16 N.
- June 27 Fine part rainy thick weather wind S.W.
 until 2 A.M. then strong breeze from W.
 some Humpbacks and Sulphur bottoms in
 sight Capt Lavender from Schur Henry
 Harris came aboard. reports 600 seal skins
 Lat 58.38 Lon 149.48 N.
- June 28 Fine part fine clear wind fresh W. middle
 moderate W. latter very light S.S.W.
 saw finbacks & Sulphur bottoms in sight
 Lat 58.40 Lon 149.25
- June 29 Fine part & middle fresh breeze S.W. ship on
 different tacks latter part moderate Humpbacks
 finbacks & what supposed was two Right whales
 seen
 Lat 58.44 Lon 149.32
- June 30 Fine part partly foggy middle & latter part
 fine wind S.S.W. plenty feed finbacks etc also
 Seals & birds very plentiful
 Lat 58.41 Lon 150.02
- June 31 Fine part foggy middle & latter part same
 wind light E. at 12 M saw Right whale lost
 him in fog did not lower boats also saw Wilkes
 Lat 58.31 Lon 150

June 1890 Bark John & Winthrop J. A. Cook Master

June 1st First part rain wind S.E. to E. middle part
same latter part clouds some finbacks seen
at 6 P.M. No Obs.

June 2^d First part fog middle & latter cloudy
light air & calm plenty finbacks
& feed latter part seen 149230

June 3 Fog squalls wind N.E. quite fresh plenty
Kumpbacks feed etc 1 Schum & 1 Squalid viz 000
in sight Lat 58.30 Lon 149.36

June 4 Fore part fine wind N.E. light middle part
same latter part calm plenty Kumpbacks
boarded Schum Dagfisher of Victoria B.C. reports
480 seal skins Lat 58.40 Lon 150.10

June 5 Fore part fine wind N. light at 10 A.M. lowered
5 boats for done right whale N.B. went on such
whale with 2^d gun whale to far to reach with
1st iron middle & latter part calm at 7 P.M.
lowered 3 boats for done right whale Capt Lawrence
in S.B.B. went on day's whale to deep did
not fasten back Alaska in sight boiling a
spruce whale taken 3 days previous
Lat 58.34 Lon 149.30

June 6 Fine moderate from N.W. latter part calm
back Alaska & Stamboul in sight plenty Kump-
backs birds etc Lat 58.34 Lon 149.48

June 7 Fine wind S.S.E. light middle & latter part
calm gained Stamboul clear Lat 58.34 Lon 149.40

June 8 Fog with light breeze S.E. middle & latter part
cloudy back Alaska & Stamboul in sight
very few whales to day very little life
Lat 58.28 Lon 150.18

June 9 Thick some fine rain wind E by N. fresh
breeze 1 Schum in sight latter part very strong
breeze Lat N.B. 58.10 Lon 150.10 at

June

Wed 11 Four part wind S.E. strong thick & rainy
ship under lower topsails port tack Middle
part moderate latter same & Schme in
sight Lat 57.50 S. R. Lon 152.19

Thurs 12 Four part fine wind S.E. Kodiak Island in
sight some Kumpback ship working to S
Middle part same latter part fog squalls
Lat 57.47 Lon 151.03 It

Frid 13 Three 24 h's fine wind light S.E. ship on
different tack Kodiak Island in sight
Lat 4 P.M. Capt Cleary of schmt Ocean
Belle came aboard reports 281 seal
skins

Sat 14 Three 24 hour rain until 12 M. then fine &
calm 3 Schme in sight & Kodiak Island lot of
birds & Kumpback

Sun 15 Four part fine & calm plenty birds Kumpbacks
& feed Middle part light breeze S.E. latter part
same 1 Dealing Scht in sight & Kodiak Island.
Ship steering S. by W.

Mon 16 Four part fresh breeze S.E. rain Middle & latter
part calm & thick ship working to S.

Tue 17 Four part rain & fog wind S.E. Middle part cloudy wind
S.S.W. Kodiak Island in sight latter part fine & clear
wind W. S. W. ship on star tack 1 Schme lots of
birds finbacks & feed in sight

Wed 18 Four part wind S.E. ship on port tack
Middle gale from S.E. rain latter part same
1 Schme in sight.

Thurs 19 Four part wind S.E. to S. ship on star tack until 8
A.M. 1 Schme in sight Middle & latter part same
ship on port tack until 6.30 P.M. weather thick
& rainy by turns

Lat 53.35 Lon 154.23 It

Racego to Bristol Bay June 1898

- id 20 Fore part calm partly foggy heavy swell S. W. Middle & latter part fine light air from N. & W. S. W. course S. W. Okanoke Island N. W. 15 miles plenty finbacky
Lat 53.30 N. Lon 155.34 W
- id 21 Fore part fresh breeze fine from W. S. W. Middle & latter part same ship on star tack close hauled
Lat 54.22 N. Lon 156.14 W
- id 22 Fore part fog light breeze W. S. W. to S. W. 4 A.M. tacked around on port tack Middle & latter part clear & cloudy by time ship on port tack heading W. N. W. to N. W.
Lat 53.52 N. Lon 157.28 W
- id 23 Fore part strong breeze S. E. rain course S. W. Middle part wind S. rain latter part wind S. W. ship on port tack
Lat 54.00 N. Lon 160.00 W
- id 24 Strong breeze S. S. W. rain & fog ship on port tack until 10 A.M. then on star tack until 7 P.M. under lower topsails & courses Middle & latter part same
Lat R. C. 53.39. 162.10 W
- id 25 Fore part strong breeze W. squally ship on star tack Middle part same latter part clear moderate from W. ship on star tack
Lat obs 57.18 Lon 161.10
- id 26 Cloudy wind light S. W. ship on star tack at 7 P.M. came around on port tack
Lat obs 52.52 Lon 161.20
- id 27 Fore part partly cloudy wind W. ship on star tack all sail out some birds & finbacks in sight
Lat obs 52.22 Lon 162.32
- id 28 Cloudy wind light from W. ship on star tack until 11 A.M. then on port tack remainder of 24th
Lat obs 51.28 Lon 163.08 W
- id 29 Fore part strong breeze S. E. rain course S. W. by W. to W. Middle part same latter part moderate from S thick & rainy course S. W. by W. to W.
Lat R. C. 52.00 Lon 167.30

Fishing Sea Log

Mon June 30

Left from N. A. H. until 3 P.M. strong breeze
saw quarter remainder of 21 hour ship on
star tack S. M. to rail better part whole
topails & foreail out

Lat 57.50 N. Lon 168.05 W

Tues July 1st Fore part cloudy calm middle part
light breeze S. better part wind S. E. thick
courses N. by E. for four mountain pass until
4 P.M. then N. by S. for 172. pass

Lat 51.56 N. Lon 168.50 W

Wed 3rd Fore part light breeze N. N. W. digly fog very disagreeable
Cognac & Amoytha islands in sight middle & better
part same ship on different tack trying to work
through 172 passage

Lat 52.16 N. Lon 171.21 W

Thurs 3rd Fore part foggy wind N. N. quite fresh ship working
to N. on different tack middle fog & clear by turns at 12
M. passed N. end of Amoytha wind N. N. W. better
part wind very light quite clear. 4 P.M. Lat 52.40
Lon 171.17 W

Frid 4th Fore part calm fog middle part light air N.
course N. by E. ship on star tack better
part light wind N. N. W. cloudy ship on port
tack

Lat 53.02 N. Lon 171.10 W

Frid 5th Fore part calm middle & better same 4 mountain
islands in sight Lat 53.23 N. Lon 171.22 W

Sun 6

Fore part calm fine & clear four mountains
in sight 40 miles S. S. middle part light breeze
E. N. E. course N. by N. better part quite fresh
breeze course N. by N.

Lat 53.58 N. Lon 170.02 W

Mon 7

Strong breeze N. E. cloudy ship on star tack
close hauled 10 A.M. raised island of St. George
bearing N. E. 20 miles 3 P.M. saw St. Paul island
bearing N. N. E. 30 miles

Lat 56.45 N. Lon 170.37 W

East of Pribiloff islands July 1880

re 8 Fine with light breeze A. H. passed through
between St George & St Paul Islands steering
E. N. E. at 8 P. M. St George bar. S. 15 miles
Plenty of finbacks

d 9 Fore part cloudy some fog wind N. S. H. course E. N. E.
middle part same plenty feed birds and some
finbacks latter part ship on port tack
heading N. H.
Lat 57.00 Lon 167.51

Thurs 10 Fore part partly foggy wind S. H. gained 1/2
Northward light, bowhead. Middle & latter
part same
Lat 57.05 Lon 167.54

id 11 Fore part hazy with some fog wind S. H. -
ship on port tack heading in to the N. H.
some finbacks birds & feed for Silvia put
forward James Gillingham taken as boatman
Lat 57.21 Lon 168.26

at 12 Fore part fog wind S. E. thick and rainy
ship on different tack Middle part same
latter part partly clear at 3 P. M. raised
several Right whale L. B. B. struck on boat
line & darning gun, H. B. struck and killed
one took along etc Lat 57.42 Lon 169.50

W 13 Fore part rugged rain wind S. E. engaged cutting
in whale at 11 A. M. finished cutting latter
part strong breeze S. E. very rugged indications of
gale at 7 P. M. saw 4 Right whale so far to
windward to lower boats
Lat N. B. 57.46^{at 8 P. M.} Lon 170.00

W 14 Strong breeze S. E. rain 5 A. M. started boiling
10 A. M. saw 3 Right whale to much wind &
sea to lower boats whale working to windward
12 M. finished L. H. to haul 5 P. M. set it
again very rugged Lat N. B. at 10 A. M.
57.42 Lon 170.00

July 1871 Behring Sea.

Tues 15 Fore part rain & cloudy by turns saw one sail
middle & latter part calm plenty of rain boiling
saw 34 bbl oil Lat L.P. 57.50 Lon 162.50

Wed 16 Fore part rain strong breeze S.W. very muggy
at 8 A.M. lowered 4 boats for 4 Right whales
by Pt. B. struck whale run & sounded so badly
boathanded forced to cut line lost him Lat 58.17 Lon 162.20

Thurs 17 Thick fog fresh breeze S.W. at 4 A.M. saw bark
Alaska 10 P.M. gained bark Bounding Billow
Capt Chapter 2 boathanded reports Alaska with
two Right whales Lat L.P. 57.10 Lon 162.33

Frid 18 Fog until 12 M. then clear & foggy by turns
saw St. Paul island and Bounding Billow
wind light S.W. Lat 57.27 Lon 162.37

Sat 19 Three 24 hours fine with light breeze S. fog until
5.30 A.M. at 6 A.M. saw 7 Right whales lowered
5 boats S.B. struck and saved one took along side
cut him in Lat 58.00 Lon 162.54

Sun 20 Fore part sunny S.W. thick fog at 10 A.M. heard
Right whales spouting 12 M. fog lifted lowered 3
boats for 8 Right whales returning to ship at
4 P.M. without being able to strike any latter
part very thick fog Lat 58.00 Lon 162.50

Mon 21 Three 24 hours thick fog wind S.W. 6 A.M. started
boiling 10 A.M. saw finbacks

Tues 22 Fore part cloudy wind S.W. good breeze at
10 A.M. lowered 13 boats for 13 Right whales
S.B. struck whale & from the boat line parted
came in thick fog & remained so for remainder
of 24 hours last seen of whale was going to
downward spouting blood Lat 57.50 Lon 162.46

July 20

- id 23 Thick fog with light N. wind until 7 P.M. then cloudy fog reminiscent of 24. house saw one Sperm. Performed S. R.
Lat at 4 P.M. 56.25 Lon 168.42
- id 24 Thick fog entire 24 hrs wind N. ship running N.E. until 5 P.M. hauled to wind on port tack
Lat 3 P.M. 57.00 Lon 167.39
- id 25 Thick fog weather fine wind light N.
Lat 57.08 Lon 167.49
- at 26 Thick fog & drizzle at 11 A.M. picked up a dead whale. Bone all there blubber somewhat blood shot saw one Sealing Sperm
Lat 57.35 Lon 168.42
- id 27 Strong breeze S. N. thick & drizzle for most part, between 12 P.M. & 4 P.M. quite clear ship on port tack boiling
Lat 58.05 Lon 168.42
- id 28 Moderate breeze S. N. to N. N. heavy swell finished boiling
Lat. 57.35 Lon 168.42
- id 29 Fog & clear by turns wind S. N. fresh at 11 A.M. spoke 5 true Beluga received 40 boxes potatoes 5 boxes Onions Beside good lot mail matter he reports 8 whales
Lat 58.00 at 3 P.M. Lon 168.09
- id 30 Strong breeze S. N. thick still on star tack lower to sail
Lat 58.54 Lon 168.30 P.M.
- id 31 Strong breeze S. N. thick & rain ship on different tack saw 1 ship
No pale

Brest Bay 1890 August

Wed 1 Fine part thick & rainy wind S.W. Middle part clear fresh breeze S.W. latter part cloudy moderate from S.W.

Lat 57.18 Long 16.7.37
Sat 2 Fine fresh breeze S.W. A.M. on Stamboul ground 3 P.M. St George bore N. 30 miles plenty finbacks
Lat 56.23 Long 16.8.20 at 12

Sun 3 Fine part rain wind light S.E. Middle part same latter part thick fog wind N.E. light gained Stamboul reports clear saw Stm Beluga
Lat 57.25 Long 16.7.17

Mon 4 Two part calm (middle) part light air S. raised small Right whaler Looe and 2 boats St. B. struck got stove Chas Collins was drowned Chas Blake got leg broken took whale to ship out etc.

Lat 57.45 Long 16.9.55
Sgt Chas Blake leg find a very bad compound fracture took him into the after cabin. Poor Collins much beloved by all was drowned we miss him sadly but hope he is at peace beyond the grave

Tue 5 Strong breeze S.W. Ship under lower topsails took St. B. in on deck started the works sold poor Collins personal effects for 29.00. found cash 3.00 on his things Chas Blake as comfortable as can be expected

Wed 6 First part cloudy (middle) part fog for 1 hour then through latter part very good weather saw 1 Stm. and islands of St Paul & St George at 8 P.M. St George bore S. 20 miles some finbacks & seals in sight

Thurs 7 Fine throughout the day ship steering S.E. saw 2 Sealing Schus & Stm Beluga and another whaling bark Stm Beluga struck and lost a whale lost one S.W. top sail & fore stay sail

Bristol Bay August 1870

- id 8 Somewhat squally wind quite fresh from S. W. Ship on different tack back Alaska and Beluga also one Schur in sight at 4 P.M. rounded back Alaska
Lat 55.55 Lon 167.55
- id 9 There 24 hrs fine with light wind N. N. W. Ship on port tack at 13 P.M. landed 4 boats for one Right whale L.B. boat galled him drove him off
5-6.10 Lat 57.14 Lon 167.40
- id 10 Some light rain & calm until 10 A.M. then light air N. cloudy 1 Schur in sight plenty finback & byds seals & feed
Lat 56.18 Lon 167.53
- id 11 Fine light breeze S. W. gained Bounding Billow Stamboul in sight Billow took 60 bbl whale the 6th reports Stamboul taking whale 5th 50 bbls
Lat 56.40 Lon 167.50
- id 12 Fine wind light S. W. 2 Ships in sight gained latter part quite fresh from S. E. 2 Schur in sight
Lat 56.53 at 12 M 57.35 at 8 P.M. Lon 166.50
- id 13 Strong breeze some rain from S. E ship on port tack 1 Schur in sight
Lat 57.10 Lon 168.5
- id 14 Quite fresh breeze S. E. until 11 A.M. then fog with light breeze until 4 P.M. cloudy until 24 hours. St George in sight S. S.
Lat 57.00 Lon 169.40
- id 15 First part cloudy wind S. E. light breeze S. by W. middle part thick fog fresh breeze S. E. ship on port tack latter part same
No etc

Bristol Bay August '70

- Sat 16 All three 24 hours thick fog wind fresh from S. S. & ship on different tack, about 60 miles. N. of St Paul saw nothing new
No Obs.
- Sun 17 First part thick fog fresh breeze S. S. & middle part partly clear latter part wind same Capt Knowles from bk Lydia came aboard
Lat 57.40 Lon 170
- Mon 18 Fore part partly cloudy bk Lydia in sight raised at 11 A.M. raised one Right whale going to windward beat up until 4 P.M. when saw another lowered 3 boats came aboard at 5 P.M. without being able to strike at 6 P.M. saw 5 more too late to get in position to lower boats plan to finish feed birds wind fresh S. S.
Lat 57.26 Lon 169.18
- Tue 19 Fore part thick fog saw 1 Right whale did not lower boats bark Lydia in sight middle part same latter part fog squally 11 lowered 3 boats for one Right whale S. S. struck got capsized R. B. B. got staved all 5 pieces Antonio Hermana was drowned on 3 more men layd up hurt some but not seriously injured. Took whale alongside made fast for the night
Lat 57.20 Lon 169.20 D.C.
- Wed 20 Fore part strong breeze S. S. thick & raining at 3 A.M. hooked on to cut whale, got throat and lip, when it got too rough to cut more so stopped. At 12 M. a sealers boat came alongside we let him have a small quantity of meat & beans \$5.00 worth latter part rain
No Obs.
- Thurs 21 Wind N. S. squally quite fresh breeze, at 3 A.M. hooked on and finished cutting whale got through at 12 M. ship steering S. S. by S. all P.M. until 7 o'clock when came to wind on star tack
Lat 12 M 57.40 Lon 168.5

at 22 Four part fine & calm plenty of finbacks
 Middle part light air E. Latter part
 same foiling Saw bk Lydia take a whale
 and Lydia lower boats for our
 sent letters by sealing Schen Maggie
 Mack St George in sight train S.S.H. by
 compass 40 miles at 6 P.M. saw 2 Right whales
 to far to windward to lower for

at 23 Four part light breeze E. St. George back
 Lydia & Herminar in sight at 8 A.M.
 lowered 3 boats for 4 Right whales could
 not strike so returned to ship at 10 A.M.
 Middle & latter part same 1 P.M. saw
 one Right whale going quick did not lower
 boats saw Herminar with boats down.
 Lat 57.07 Lon 163.15

at 24 Four part light rain some fog at 6 A.M. clear
 up saw bk Lydia with boats down at 7 A.M.
 lowered 4 boats for 2 Right whales.
 returned at 12 M could not strike
 latter part partly foggy gained bark E F
 Herminar 2 Right whales taken on Lydia
 St Paul & St George in sight.

at 25 Fine with light breeze N.E. throughout the
 day at 8 A.M. lowered boat for large one
 Right whale came aboard at 12 M could not
 strike whale went away to windward at 1 P.M.
 lowered boats for small one whale H.B.
 struck & saved him took alongside cut etc
 bark E. F. Herminar and Lydia in sight
 Lat 57.15 Lon 162.26

at 26 light breeze N. course E. Lydia Herminar
 St Paul & St George in sight Middle &
 latter part calm

at 27 Four part light breeze S.E. course N.W. by N.
 Middle & latter part quite fresh breeze
 S.E. 1 Schen E F Herminar & Lydia in sight

Setting Sea September 1878

Aug 28 Fine part strong breeze S.E. at 7 A.M. worked down higher part of cable latter part wind S. clear & fog by wind saw our bark started work.
No Obs.

Frid 29 Four part pleasant light wind S.E. middle & latter part same bark Lydia in sight. Boiling E. F. Herminar went out of sight 8 A.M. to S.E. nothing seen to day run off on to July ground then hauled to wind on star tack stowed oil 621 bbls stowed
Lat 57.40 Lon 167.45

Sat 30 Fine part calm rain middle part same latter part light breeze S.W. to W. barks Lydia and E. F. Herminar in sight course S.E.

Sun 31st Three 24 hours light breeze S.W. cloudy barks Lydia and E. F. Herminar in sight Lat 5 P.M. saw Lydia lower 3 boats at 6 P.M. sailed 2 Right whales to far to windward to lower boat
Lat 57.12 Lon 167.08

Mon Sept 1st Four part rain middle & latter part cloudy wind N. 2 Schme and bark Lydia in sight.
Lat 57.12 Lon 167.11

Tue 2nd Four part strong breeze S. middle part same course S.E. latter part light breeze W. ship on star tack
Lat 56.20 Lon 167.31

Wed 3rd Three 24 hours fine light wind S. course N. by E. until 3 P.M. then N.E. by E. nothing seen
Lat 56.45 Lon 167.08

Thurs 4 Fine wind N.E. light course N. N. W. nothing seen at 3 P.M. wind hauled N. ship heading N. N. W. close hauled
Lat 57.53 Lon 167.45

Behning Sea September 1870

- id 5 Four part light breeze N.E. at 6 A.M.
raised four light whale four part
did out calm fog returned to ship without
being able to strike middle part calm
latter part light breeze S.E.
Lat 58.42 Lon 162.51 W
- id 6 Four part rain strong breeze E.S.E. at 6 A.M.
steered N.W. saw plenty feed finbacks & birds
also 4 Carcasses at 11 A.M. spoke back whale
had taken 5 whales here since Aug. 27th & spoke to
Beluga with 16 all told saw Beluga off to
ward Lat 57.05 Lon 170.10
- id 7 Four part thick rainy fresh breeze E.S.E. ship
on different tack until 4 P.M. when steered
N.W. for St. Matthew Island saw two
thick rainy wind N.E. saw bk. Stanchard
to windward Lat 58.58 Lon S.R. 170.20
- id 8 Four part wind S.E. thick & rain middle part
same latter part hazy ship on different tack
about 15 to 20 miles S.E. of Cape Wapright
St. Matthew Island saw a Carcass
- id 9 Four part hazy wind fresh S.E. middle part
partly thick at 12 M. sighted Pinnacles at
St. Matthew island passed within 2 miles
of them latter part strong breeze E.S.E.
Lat 60.09 Lon 172.30
- id 10 Thick fog until 5 P.M. wind strong E. until
12 M. then light E.S.E. saw lots of button
birds No Obs.
- id 11 Thick & cloudy by time wind E.S.E. strong
until 3 P.M. then light remainder of the
Lat 58.50 Lon 174.10
- id 12 Calm thick fog caught 40 codfish & finbacks
no sight No Obs.

Behring Sea Sept 10

Sat Sept 13th 1890

All three 24 hour fresh breeze S. fog squalls at 7 A.M. went around Alaska stopped 130 miles from shore both ships stood O. until 3 P.M. then E. by N. until dark when comm. to wind and port tack at 6 P.M. saw Alaska lower for whales did not get one saw finbacks & killers
3 P.M. Lat 58.50 Lon 171.17

Sun 14

All three 24 hour fresh breeze N. steering S.E. until 3 P.M. back Alaska in sight at 3 P.M. spoke Steno Beluga 17 whales got last whale 12th Lat 58.20 Lon 170.07

Mon 15
Rigged
by
Capt

Four part wind S. N. light Steno Beluga and 1 sail supposed to be Alaska in sight at 10 A.M. raised 2 Right whales lowered 3 boats did not catch could not strike
Lat 58.20 Lon 170.17

Tue 16

Rigged
by
Capt

Three 24 hour wind S.E. fine quite fresh breeze at daylight raised long Right whale. lowered 3 boats could not strike 5 P.M. gained back Alaska.
Lat 58.20 Lon 170.28

Wed 17

Gale from S.E. heavy sea same Ship under 10. M. tofearil different tacks

Thurs 18

Four part fresh breeze S. squalls back Lydia spoke us reports 5 whales. Middle part same ship under towed speails latter part wind S. N. strong 7 P.M. fueled fore tofearil some thump-backs & finbacks in sight bar very low 28.8
Lat 58.56 Lon 170.57

September 1870

- Wed 19th Strong breeze very rugged wind S. ship on different tacks bark Lydia in sight
Lat 57.04 Lon 170.00
- at 20 Fine with light breeze N. W. until 4 P.M.
then squally with fresh breeze N. W.
Beluga Lydia & Alaska in sight
Lat 57.15 Lon 170.16
- Wed 21st Squally fresh breeze N. W. ship on different tacks Beluga & Lydia in sight all day
Lat 58.00 Lon 169.55
- Wed 22 Light breeze N. W. rain squally until 10 A.M.
calm until 5 P.M. then light air S. E. ship on port tack close hauled Alaska in sight
Lat 58.00 Lon 169.30
- Thurs 23 All these 24 hours fine with light breeze.
A. E. St. Paul island in sight from 6 A.M. to 3 P.M. leaving S. E. to W. nothing seen
Lat 57.18 Lon 171.15
- Wed 24 Four part fresh breeze N. E. squally ship on star tack at 10 A.M. spoke bark Alaska saw nothing
middle part fresh breeze latter part strong & squally ship under lower topsails star tack Alaska in sight
4 P.M. Lat 58.28 Lon 173.17 W
- Thurs 25 Four part fresh breeze N. E. squally Alaska in sight
middle & latter part carried ship on different tacks working to N. E.
Lat 58.35 Lon 174.14 W
- Wed 26 Four part strong breeze N. squally frequent hail and snow squalls 8 A.M. bark Stamboul spoke us
reported 2 whales ship on different tacks Stamboul in sight latter part quite moderate
Lat N. 58.35 Lon 173.00
- at 27 Fresh breeze snow squalls 4 ships in sight
at 6 P.M. 1 bark in sight Alaska weather light squally
Lat 59.00 Lon 176.00

North of St. Paul Islands Oct 1875

Sun 28. Fog, part strong breeze. 1 P.M. my mugged ship on port tack under topsails & masts Alaska 4 miles on port bow. Middle part very squally moderate for 2 hours. Latter part strong breeze. A. P. ship under lower topsails (different tack) Alaska in sight. At 10 A.M. raised one Right whale going to windward quite quick could not get near enough to lorry boats. 11 A.M. saw Alaska lower boats for another Right whale did not strike.

Mon 29. Fog, part quite fresh breeze. A. P. ship on different tack. At 12 M. raised Alaska and Helen Mar. Latter from Arctic clear reports heavy gale got blowed out of sea reports but 3 whales being taken by the entire fleet up to last known of them.

Tues 30. Three 24 hours cloudy wind N. P. to P. light Helen Mar & Alaska in sight saw Alaska with boats down all the forenoon chasing one Right whale did not strike.

Wed Oct 1st. Three 24 hours fine wind light P. A. P. Alaska & Helen Mar in sight at 12 M. Alaska lowered 3 boats for one Right whale did not strike at 4 P.M. we lowered 3 boats for Right whale could not get to him before dark. Lat 57.50 Lon 170.30.

Thurs 2nd. Fog part calm middle snow squalls with quite fresh breeze N.E. Latter part same Alaska and Helen Mar in sight. Lat 60.00 Lon 170.10.

Wed 3. Fog part snow squalls wind N. P. Alaska and Helen Mar in sight on star tack at 10 A.M. steered S. E. Alaska in sight. Middle & latter part same. Lat 58.53 Lon 170.45.

October. 1870

- Sat 4 Four part equally strong breeze N. W. ship on different tacks lower topsails
 1 down in sight to windward Middle part same steering S. E.
 Latter part moderate air equally 2 sail in sight
 Lat 58.08 Lon 168.44
- Sun 5 Four part cloudy some hail squalls wind
 N. N. W. light earned the Lydia & Stamboul
 Middle & latter part wind N. E. at 7 P.M.
 steered S. W. by W. to N.
 Lat 57.46 Lon 168.46
- Mon 6 Four part very light air N. E. to N. Middle
 part calm latter part light breeze N. N. W.
 Stamboul Lydia & St Paul Island in
 sight all day
 Lat 57.36 Lon 168.56
- Tue 7 Four part strong breeze N. E. ship steering
 N. S. W. until 12 M. when wind increased to
 gale hove to on port tack lower wing masts
 topsails latter part blowing very heavy from
 N. E. St Paul S. E. 80 miles
- Wed 8 Four part gale from N. E. at 6 A.M. shipped
 sea starve S. W. B. Middle part same
 latter part wind N. W. ship on port
 tack under lower wing
- Thurs 9 Four part strong gale from N. W. 6 A.M. wore
 around on star tack set S. W. topsails
 Middle part very equally latter part
 same at 3 P.M. wore around on port
 tack set storm staysails
 Lat 56.47 Lon 172.37
- Wed 10 Four part strong breeze with squalls of hail
 from N. ship on port tack under lower topsails
 Middle part more moderate set S. W. topsails
 saw 1 Schur. steering S. latter part light
 breeze N. heavy swell from N. W.
 Lat 57.00 Lon 171.23

Behning Sea Oct 1857

Sat 11 Fair part fresh breeze N. by W. very much S. Paul
Island in sight bearing E by S. 25 miles ship
on star tack Middle part squalls of snow
& hail. Latter part same ship on star tack
under lower topsails & staysails
Lat 57.04 Lon 172.14

Sun 12 Fair part calm Middle part same
some finbacks in sight took L.R. in put
on the lower scatch part light air N.E.
with snow ship steering S. under lower
topsails
Lat 56.37 Lon 172.40

Mon 13 Fair part fresh breeze N.W. snow squalls
course S by E for 72° passage Middle & latter
part same sent for Royal yard aloft.
Lat 54.23 Lon 172.35

Tue 14 Fair part blowing strong with rain from
S.W. ship close hauled under lower topsails
on star tack until 8 A.M. together very nearly
went around on port tack until 10 A.M.
when wind hauled to N.W. rain abated
went around steered S.S.E. until 12 M. passed
Squam island steered S.E. by E.
Latter part wind fresh N.W. course
S.E. by E 1/2 E
Lat 52.42 Lon 172.

Wed 15 Fair part fresh breeze S.E. increasing to
gale at 10 P.M. hauled L.R. topsail came
around on port tack. Upon testimony of
Lewis Kilbourn & John Ritchie James McGregor
was put in iron armour from forecastle
to locker on deck the place where Kilbourn
had been placed since April 77 Kilbourn going
to forecastle. Their testimony being that he
and McGregor came to each of them upon different
occasions while they were asleep making them
for purpose of committing sedition with them
also on testimony of Kilbourn it was shown that
McGregor incited Kilbourn to burn the ship
which was to be done until the ship

Passage to San Francisco Oct 1890

the crew also dangerous for safety of ship & cargo
he was put in lock on deck
at 4 P. M. wind died out from S.E. sprang up from N.
light comes Ebyd.

Lat N.P. 50.50 S. Lon 168.30 W.

Thurs 16 Fore part wind N. N. E. equally fresh breeze.
Ship steering E. E. E. Middle part same all sail
out sent cutting gear down scraped some bone.
Latter part, cold N. cloudy Jas M. Lagoon out
of view half the day

Lat obs 50.00 W. Lon 166.23 W.

Frid 17 Fore part quite fresh breeze N. W. ship steering
Ebyd. Middle part moderate latter part
calm employed scraping bone

Lat N.P. 48.18 Lon 163.00

Sat 18 Fore part strong breeze E. ship on port
tack Lower topsails & foreail Middle part
same latter part wind N. E. rain all day

Lat N.P. 46.50 Lon 162.40

Sund 19 Fore part fresh breeze N. E. ship on port
tack Middle part same latter part light
wind N. E.

Lat obs 46.30 Lon 161.15

Mon 20 Fore part cloudy light breeze S. course E. Middle
part same finished scraping bone, latter part
wind S. W. got some bone life put in soak on
deck took in cutting stage

Lat obs 44.28 Lon 159.10

Tues 21st Fore part strong breeze S. course E until 6 A. M.
come too on star tack under S. M. topsails.
Middle part same latter part gonied N.
lying under fore & main topsails

Lat N.P. Lon N.P.

Passage to San Francisco Oct 1890

Wed 22

Fore part fine wind Pt. corner E. Middle &
 latter part same washing bone
 Lat 43.17 Lon 153.35

Thurs 23

Fore part cloudy wind light Pt. corner E.
 Middle part same latter part corner E 1/2 N.
 washing bone
 Lat & R. 42.50 Lon 153.00

Fri 24

Fore part fine wind Pt. corner E. Middle part
 same, latter part much the same finished
 washing bone
 Lat obs 41.55 Lon 148.02

Sat 25

Fore part strong breeze S. corner E by N.
 Middle part same latter part some rain
 scraped spar
 Lat obs 41.24 Lon 144.09

Sun 26

Fore part quite fresh breeze S.S.E. ship heading
 E by N. close hauled Middle & latter part same
 Lat obs 41.10 Lon 139.44

Mon 27

Fore part wind S.S.E. quite fresh took up
 fore to dry Middle part fog put bone below
 latter part cloudy wind light
 Lat R. & C. 41.10 Lon 136.15

Tues 28

Fore part wind light S.E. ship on star tack
 Middle & latter part calm washed ship
 Lat obs 41.14 Lon 134.13

Wed 29

Fore part wind light all quarters Middle
 & latter part same bundled 30 bundles
 bone 3020 lbs 1 merchant bk in sight
 Lat obs 41.18 Lon R. & C. 130

Thurs 30

Fore part light breeze S.S.E. ship on star tack
 3 merchant ships in sight. Employed bundling bone
 Middle & latter part same Lat 1 P.M. observed
 3 boats for shoal of small sperm whales
 got two H.B. 1 L.B. 1
 Lat 41.18 Lon ~~129.45~~

Revised
 by
 Collins

Passage to San Francisco Nov 1875

Tue 31 Fair part fine & calm cut the whaling in.
Middle & better part wind E. ship on port tack
6 P.M. started work.

Lat 41.18 Lon 132.16

at 1001st

Cloudy wind light N.E. ship on port.
tack boiling finished bundling bair ^{up} 7442
lbs

Lat 40.26 Lon 131.30

Sun 2 Cloudy & calm until 2 P.M. light air N.
course E 1/2 S. stowed sperm oil 44 bbls

Lat 40.06 N. Lon 131.24 N.

Mon 3 Fair part cloudy wind light N.E. course E.
Middle part fairer. better part quite fresh
breeze N.E. course E.

Lat 39.50 N. Lon 130.45 N.

Tue 4 Fair part fresh breeze N.E. Middle part N.N.E.
course E. better part strong breeze N. course
E 1/2 N.

Lat 38.50 N. Lon 127.45 N.

Wed 5 Fair part gale from N. ship steering E by N.
until 4 A.M. forced to come to the wind under
N. M. topsail port tack. Middle part some
better part moderating some. 6 P.M. set
N. M. sail steering E by N.

Lat 38.08 N. Lon 125.14

Thurs 6

Fair part fresh breeze N. N. at 3 A.M. sighted
Pt Reyes 8 A.M. took tug \$45.00 half way from
Pt Reyes to Whistling buoy
Anchored off Arctic Oil works San Francisco
10 A.M. 670 bbls oil 7440 lbs bair.

Journal of voyage in Ste. Jean. H. Furman

Ship sailed from San. Francisco Dec 20th 1890 for
a light & full voyage in Northern waters.

Capt. John A. Cook
List of officers Chief Officer E. S. Baker
" " " 2^d " Edward C. Cook
" " " 3^d " Thos. F. Mulligan
" " " 4th " Frank Eldridge
Boat Grader E. H. Clark
Chief Engineer Duncan Reivers
at Dec 20th

At 12 M. weighed anchor with light air
from N. W. proceeded to sea under steam.
P. M. Tallyon bore N. 20 miles dist fresh
breeze N. W. course S. S. W.

Dec 21st
Fore part quite fresh breeze N. W. course
S. S. W. Strong N. W. breeze about 6 miles astern
middle part same N. W. breeze out of sight
astern latter part wind & weather same all
sail out

Lat 36.00 N. Lon 124.40 W

Dec 22
Fore part calm ship steaming under 1 bell
middle & latter part ship steaming S. W. by N.
wind light S.
Lat 34.40 Lon 126.15 W

Dec 23
Fore part light breeze S. W. ship steaming to S. W.
middle & latter part thick fog calm. steaming 1 bell
Lat N. R. 33.31 Lon 128.20 W

Dec 24
Fore part fresh breeze S. ship by the wind port
tack. at 8 A. M. backed fire middle part very
strong breeze on rugged latter part same
one coal used
Lat N. R. 33.00 Lon 130.35

Dec 25
Fore part strong breeze S. E. ship steaming
S. W. by S. middle part same latter part
wind E. strong heavy sea on
Lat Dec 32.27 Lon 132.27

Passage to Sandwich Islands Dec 1890

- Dec 26 Fore part squally plenty rain wind
 fresh N.E. corner S.W. by S. Middle
 part cloudy wind light N.E. latter
 part same Lat 31.10 N. Lon 134.27 W.
- Sat 27 Fore part fine wind light N.E. corner S.W. by S.
 Middle part same latter part same banked
 fire on one boiler coal consumed 16 tons 319
 hand Lat 29.55 Lon 136.16 W.
- Sun 28 Fore part fine wind N.E. quite fresh
 corner S.W. by S. Middle & latter part same
 Lat 28.12 Lon 138.20 W.
- Mon 29 Fore part fine wind N.E. quite fresh
 Middle & latter part same corner S.W.
 Lat 26.42 N. Lon 140.48 W.
- Tues 30 These 24 hours light wind N.E. corner
 S.W. all sail "out" Lat 25.50 N. Lon 142.57 W.
- Wed 31 Fore part light N.E. trades corner S.W.
 employed ratting for rigging and getting
 hoppers made afloat Middle part same latter
 part quite fresh Trades Lat 24.50 Lon 144.28 W.
- Thurs Jan 1st Fore part fresh trades wind N.E.
 Middle & latter part same corner S.W.
 Lat 23.30 Lon 146.43
- Frid 2nd Squally with quite fresh breeze N.E.
 corner S.W. Lat 22.18 Lon 148.02
- Sat 3 Fore part rain fresh breeze N.E. corner
 S.W. Middle moderate latter light rain
 squalls quite fresh breeze N.E. corner S.W.
 Lat 20.45 N. Lon 150.56 W.

Passed Hawaii January 1891

- Sun 4 Fore part quite fresh N.E. trades
Middle part clear latter part same
Lat 19.52 N. Lon 153.18 W
- Mon 5 Fore part rain equally wind
N.E. light sun 2 hours Middle part
same at 8 A.M. passed E point of Hawaii
course S.W. latter part same sent
down Mizzen to mast at 8 P.M. S point
of Hawaii bore N. 10 miles course W.S.W.
Lat 18.57 Lon 155.22
- Tue 6 Fore part light breeze N.E. course
W. by S $\frac{1}{2}$ S. Middle part same. latter part
calm at 4 P.M. streaming under 1 bell.
steering W. by S. $\frac{1}{2}$ S.
Lat 18.25 N. Lon 157.22 W
- Wed 7 Fore part very light wind N.E.
at 7 A.M. stopped streaming Middle part same
latter part quite fresh breeze N.E. 1 sail in
sight steering to N. Course W.S.W.
Lat 18.25 Lon 159.28 W
- Thurs 8 Fore part very light wind N.E.
course W.S.W. Middle & latter part same.
employed painting Mizzen Mast and L.B.
Lat 18.00 Lon 161.22 W
- Frid 9 Fore part light breeze N.E. course
W.S.W. Middle part same. latter part quite
fresh breeze N.E. course W. by S.
Lat 17.36 N. Lon 163.28 W
- Sat 10 Fore part quite good breeze E.
course W. by S. Middle part same latter part
course W. $\frac{1}{2}$ S. Lat 17.25 N. Lon 166.05 W
- Sun 11 Fore part light breeze N.E. course
W. $\frac{1}{2}$ S. Middle part same at 2 P.M. raised
shoal of small sperm whales L.B. struck
one line parted lost dunn L.B. struck
one iron saw lost dunn returned to ship at

Passage to Rota January 91

- on 12
Y
raised
y
w. Fries
Four part fine light wind E course Ph. S. H.
Middle & latter part same at 12 M. lowered
5 boats for shoal of sperm whales came aboard
at sunset without being able to strike
Lat 17.44 Lon 162.31 W.
- Four 13
Four part very light breeze E. course Ph. S. H.
Middle & latter part same course Ph. S. H.
Lat 18.02 St. Lon 176.46 W.
- bed 14
Four part light wind E course Ph. S. H.
Middle & latter part same Lat 17.35 St. Lon 172.17 W.
- Four 15
Four part light wind E. squalls Middle &
latter part clear at 4 P.M. seaman named
McDonald jumped overboard but got him again
found he was an opium fiend
Lat 17.21 St. Lon 174.52 W.
- id 16
Four part fine light breeze E.S.E. Middle &
latter part same Lat 17.14 St. Lon 176.50 W.
- at 17
Four part fine light breeze E course Ph. S. H.
steamed until 6 A.M. under full
Lat 16.55 Lon 178.22 W.
- in 18
Four part quite fresh breeze E. course Ph. S. H.
Middle & latter part same crossed Meridian of 180°
Lat 16.31 Lon 179.40 W.
- Engine Report 1 month from San Francisco
- | | | |
|--|-----------|-----------------------------------|
| at aboard San Francisco | 380 tons | Running time 4 days |
| consumed in Gally | 2400 lbs | Average speed 80 Kts. |
| " Boiler | 62200 " | Pressure 72 lbs. |
| Total consumption | 29.1 tons | Cut off 10 " |
| on hand Jan 20 th | 300.7 " | Dist run by Rev 260 M |
| al run engine | 17.2 tons | Coal for bank fire Pumps etc 8.64 |
| Water Steam to get underway in Friesco | 1.26 tons | |

Passage to Yellow Sea Steam Vessel. H. Terman

Thurs Jan 20. These 24 h's fine fresh breeze E.
course N. S. W. crossed meridian of 180° so I skip
Monday take the 20th which is Tuesday
Lat 16.10 N. Lon 176.59 E.

Wed 21. Fine part fresh breeze E. squally
middle & latter part light course N. by S.
Lat 15.46 N. Lon 174.29 E.

Thurs 22. Fine last fine wind light E course
N. by S. middle & latter part same.
Lat 15.42 N. Lon 172.20 E.

Wed 23 Fri 23 These 24 hours light wind E.
course N. by S $\frac{1}{2}$ S.
Lat 15.46 N. Lon 169.55 E.

Thurs 24 Sat 24 These 24 hours light breeze E fine
course N. by S $\frac{1}{2}$ S. Lat 15.39 N. Lon 168.06 E.

Sun 25. Light breeze E. fine course N. by S $\frac{1}{2}$ S.
Lat 15.24 N. Lon 166.04 E.

Mon 26. Light E fine course N. by S $\frac{1}{2}$ S.
Lat 15.08 N. Lon 164.15 E.

Tues 27. Light E. fine course N. by S.
Lat 15.05 N. Lon 162.22 E.

Wed 28. Light E fine course N. by S.
Lat 15.06 N. Lon 160.25 E.

Thurs 29. Light E. N. E fine course N. by S. $\frac{1}{2}$ S.
Lat 14.46 N. Lon 158.11 E.

Fri 30. Fresh breeze N. course N. $\frac{1}{2}$ S.
Lat 14.32 N. Lon 155.20 E.

Sat 31. Fresh breeze N. E course N.
Lat 14.32 N. Lon 152.46 E.

Sunday Feb 1

Page 3

red 4

June 5

Fried 6

Sat y

June 8.

Passage to Yellow Sea June 18

- Mon 9 Fore part squally wind N. N. W. quite fresh
 Middle & latter part wind N. W. light air
 course N. W. under 1 bell 25 revolutions
 Lat 20.26 N. Lon 138 E
- Tue 10 Fore part squally wind N. N. W. to N. strong
 very rugged ship on star tack under fore & aft
 sails straining 1 bell at 11.30 A.M. stopped
 straining set topsails & foresail on star tack
 Lat 21.44 N. Lon 136.45 E
- Wed 11 Fore part light air N. to N. N. W. ship on star tack
 Middle & latter part same started steam 5 P.M. stopped
 8 P.M. course N. W. by E. Lat 21.44 Lon 135.05 E
 Strong breeze N. E very squally ship under lower
 topsails & foresail after 8 P.M.
- Thurs 12 Fore part strong breeze squally wind
 N. E. ship steering N. W. by W. Middle & latter part
 wind light N. E. course N. N. W.
 Lat 22.28 N. Lon 133.00 E
- Frid 13 Fore part fine wind E light course N.
 Middle & latter part same at 3.15 P.M. started
 straining 1 bell Lat 23.48 N. Lon 132.00
- Sat 14 Fore part strong & squally from N.
 ship straining on fore & star tack under fore &
 aft sails Middle part strong breeze & clear
 latter part same at 11.30 A.M. stopped straining
 set lower topsails & foresail heading N. by N.
 course N. N. W. Lat 25.33 N. Lon 131.17 W
 Borodino in sight at 3 P.M. bearing N. by N. 22 miles
- Sun 15 Engineer's report coal consumed in Galley 27
 coal consumed in Galley Boilers 10940
 57 tons consumed 279 on hand Running
 time 8^h 4^m 25^m
 Fore part wind light N. N. W. quite rugged at
 7 A.M. started steaming under 1 bell course
 N. N. W. all sails furled Middle & latter part
 smooth light air N. ship making 6 1/2 knots
 per hour under 1 bell Lat 25.48 N. Lon 130.0

Freeman John A Cook Master Feb 1881

on Feb 16th Four part fine wind N. N. E. A. quite fresh shoal of Black fish and the island of Kakiruma in sight ship under steam steering N. N. by N. Middle & latter part spin at 4 P.M. passed between the islands of Kakiruma and Erabe into the Yellow Sea
Lat 3 P.M. 27.27 Lon 128.53

Feb 17 Four part strong breeze S. at 6 A.M. set down topsails fore sail & stay sails. 8 A.M. started steaming Middle & latter part same ship on different tacks
Lat 2 P.M. 27.24 Lon 127.00

Wed 18 Four part strong breeze & squalls ship on different tacks Middle & latter part whole topsails & courses out wind N.
Lat 4 P.M. 29.04 Lon 127.00

Thurs 19 Four part light air S. S. E. at 6 A.M. started steaming, fished square sails course N. N. E. at 8 P.M. set topsails wind moderate N. E. by S. ship by the wind star tack on whole ground stopped steaming at 8 P.M. fine day nothing seen
Lat 2.30 P.M. 30.45 Lon 126.15

Frid 20 All three 24 hr fine calm steamed over 50 miles of ground from Lat 30.40 to 30.50 from Lon 126 to 125.45 back to 126.10. 6 fishboats and 1 finback seen went aboard 2 fishboats could get no information regarding whales
Lat 2 P.M. 30.45 N. Lon 126.15

Sat 21st Three 24 hour fine light air S. E. at 11 A.M. went aboard H.M. Baylis reports nothing seen, returned at 2 P.M. saw plenty feed 4 P.M.
Lat 3.00 Lon 126.15

Sun 22nd Engineers weekly report coal consumed in Galley 3700 lbs in Boilers 15950 " ³³⁰ 23.44
On hand February 22nd 256.56 tons
Thick fog and calm all day

Yellow Sea February 1891

Mon 23 Thick fog & calm until 12 M when cleared up steamed 2 hours to St. John Baylis in sight at 3.30 P.M. Capt Smith of Balerna came aboard just arrived. cleared until 8 P.M. arrived St. St. Th. Lat 30.45 Lon 125.50

Tues 24 Four part fine wind A. St. Th. ship on port tack good weather. Middle part calm latter part wind light S. E. Balerna in sight all day. Lat 2 P.M. 30.45 Lon 126.00

Wed 25 Four part fine wind light A. E. course St. St. Th. until 8 A.M. then St. Th. until 12 M. raised then A. Th. by St. until 2 P.M. when raised two & calf Right whale toward 5 boats. One Mulligan struck & saved one. Took bridge alongside at 5 P.M. let her lie over night Balerna in sight. Lat 31.24 Lon 125.24 E

Thurs 26 Four part rain calm at 6 A.M. hooked one to whale finished at 10.30. Middle part fog at 3 P.M. cleared up some saw humpback and St. Balerna Lat 31.15 E

Fri 27 Four part fresh breeze St. rain Middle part calm latter part strong breeze ship on different tacks boiling 21 sail in sight Lat 31.35 at 6 P.M. Lon 126.00

Sat 28 Four part calm sun. A. Th. Middle, calt fresh breeze A. Th. started the wicks latter part moderate. Lat 30.45 N Lon 126.10 E

Sun March 1st Four part fine wind St. light 1 Storm in sight and bark Caesar, Horn, Pigeon. Middle part calm steamed 4 hours at 5 P.M. Capt Scullion of Cape Horn Pigeon came aboard reports clear. Lat 31.10 Lon 126.03 at 2 P.M.

Engineers report Consumed Gally 4000 lbs Boiler 16000 77 tons

March 1881

- Mon 2^d Fore part cloudy wind E. S. E. light
 Cape Horn Pigeon in sight. Middle part rainy
 Storm Balama in sight latter part same
 Lat 30.46. Lon 125.56
- Tue 3 Fore part thick rainy wind E. S. E. light
 middle part same latter part wind E. by N. strong
 ships on different tacks No Obs
- Wed 4 Fore part fresh breeze N. ship on port tack
 topsails & foreail saw one storm steering S.
 Middle & latter part more moderate ship on star
 tack Lat 30.35 Lon 126.33. at 20
- Thurs 5 Fore part fresh breeze N. middle part
 same. latter part same Storm Baylies. Thunders
 2 merchantman 2 storm several firebacks seen
 Lat 30.46. Lon 125.52 3 P.
- Frid 6 Fore part fresh breeze N. ship on different
 tacks 4 sail in sight at 6 P. M. went aboard
 of Storm Thrasher reports seeing C. H. Morgan
 with 5 boats down 4 days ago Capt Cleveland
 of Storm Baylies was aboard reports seeing
 nothing Lat 30.45 Lon 126.24
- Sat 7 Fore part fresh breeze S. 5 sail seen
 Humpbacks seen middle part same.
 latter part same ship on different tacks
 Lat 30.47 Lon 125.50
- Sun 8 Fore part calm at 7 A. M. began straining
 to E. N. E. and S. E. middle part light air E.
 11 A. M. stopped straining course S. by N.
 C. H. Pigeon in sight. Lat 31.10 Lon 126.40 2 P. M.
 Coal on hand 251 tons consumed from 1st 2
 tons.
- Mon 9 Fresh breeze N. 3 P. M. gained Balama &
 C. H. Pigeon both clear seen nothing
 No Obs

1891

March Yellow Sea

Tuesday 10th

Three 24 hour gale from N. N. W.
 ship under lower topsails on port tack
 S. M. Balarna & bark Josephine in sight.
 Lat 30.48 Lon 125.55 at 21

Wed 11

Four part strong breeze N. N. W.
 ship on port tack Balarna & Josephine in sight
 middle part fresh breeze ship on star tack
 latter part same Josephine in sight.
 Lat 31.10 Lon 126.55 - 2 P.M.

Thurs 12

Three 24 hours calm until 3 P.M. then
 light breeze from S. W. S. M. Thacker Bk
 Josephine and C. H. Morgan in sight at 2 P.M.
 spoke C. H. Morgan seen nothing since 2nd inst.
 commenced straining 7 A.M. put off 3 P.M.
 few Harribacks seen
 Lat 30.38 Lon 126.00 at 2

Fri 13

Four part fresh breeze N. W. ship
 on port tack C. H. Morgan & H. W. Baylis in
 sight middle & latter part same
 Lat 31.08 Lon 126.35 at 2

Sat 14

Four part moderate N. W. fine
 middle & latter part same ship on star tack all
 day Chas H. Morgan in sight some fish boats
 Lat 30.58 Lon 125.36 3 P.M.

Sun 15

Engineer reports 248.325 tons coal on hand
 used past week 2 tons 675 tons. Running time
 since leaving Fuso 11. 18. 41^m Consumed 81.625 tons
 Four moderate from E. cloudy sent letters by
 bark Ogami of Shanghai (middle part rain)
 latter part strong breeze S. E. with rain
 Lat N. E. 31.00 Lon 125.45

Mon 16

Rain with light air from S. W.
 Lat N. E. 31.40 Lon 126.10

Strs Jesse R. Furman John A. Cook Master.

Tues 17 Four part gale from N. Th ship on
port tack under E. M. topsails & staysails
iron work to Spanker stay gave out everything
connected with sail came down middle
part came at 12.30 kept off S.E. set foresail
& fore topsail at 6 P.M. shifted to wind on
star tack lower topsails out
Lat at 2 P.M. 32.08. Lon 126.12

Wed 18 Fine light breeze N. until 6 P.M. then
calm Lat at 2 P.M. 31.12 Lon 126.55

Thurs 19 Fine with light breeze E. at 5 P.M. gained Cape Horn
Pigeon chain saw nothing reports C. H. Morgan with boat down
chasing 15th mist. Lat 31.00 N. Lon 126.44

Frid 20 Four part cloudy light breeze S.E. Cape Horn
Pigeon in sight at 10 A.M. commenced raining
rain all remainder of 24 hours
No Obs

Sat 21 Four part fog strong breeze N. N. W.
Cape Horn Pigeon and Schmutz May. H. Thomas in
sight Middle & latter part beamers at
4 P.M. spoke Mary Thomas reports clear
No Obs

Sun 22 Four part strong breeze N. Th. Middle
part same latter part gale from N. Th.
Lat 31.25 Lon 127.17. E

Mon 23 Four part strong gale N. very much
Middle part strong breeze N. ship on port tack
latter part fresh breeze N. at 7 P.M. Asse Car
bore N. 15 miles dist. Lat 31.40. Lon 128.08. 2

Tues 24 Four part fine wind N. light sea Islands &
Asse Car in sight Middle part same.
latter part some ship heading N. Th. on star
tack Lat 32.00 N. Lon 127.58. 31.
At 7.45 commenced Tanning 70 turns

Japan Sea March 1891

Wed 25 Calm Gotto Islands in sight ship steaming
N. E. & N. 70 turns. Middle part same. Latter
part light breeze S. W. 6 P.M. stopped steaming
T. Su Islands 1 Stone 3 Blackfish 1 Junk in
sight. Employed throughout the day scraping
space mending main braces
Lat. 33.20 Lon 128.38 E 3 P.M.

Thurs 26 Fore part fine light breeze S. W. group N. N. E
through eastern channel Straits of Korea several
sail in sight and T. Su islands about 4 miles distant
Middle part calm latter part light wind S. W.
5 P.M. passed north end of T. Su islands into
Japan Sea course N. E. by E.
Lat 34.32 N. Lon 129.35 E 3 P.M.

Frid 27 Light air & calm throughout the 24 hours
Lat 35.16 N. Lon 130.30 E.

Sat 28 Gentle breeze S. W. somewhat hazy course
N. E. by E. until 2 P.M. then steered N. under
lower topsails Lat 36 N. Lon 131.46 E 3 P.M.

Sun 29 Engineer report coal on hand 2413.6
Consumed in galley 54.00 lbs
" " Boilers 1888.00 " Total 87.4 tons consumed
Running time 12 days 17 h 10 m.
Fore part fine quite fresh breeze N. Chi island
one Brigantine in sight middle part calm. Latter
part wind light N. course N. some gimbucks in
sight. Lat 36.25 N. Lon 132.35 E

Mon 30 Fresh breeze hazy weather wind S. W. course
N. E. by N. until 2 P.M. then N. E. by E.
Lat 38.18 N. Lon 133.07 E 2.30

Tues 31st Fore part moderate breeze S. W. course N. E. by
Middle part light air all quarters
Latter part same
Lat 40. N. 38.50 Lon 135.45 E

John J. R. Truman John. R. Cook Master
 Wed April 1st 1891

All these 24 hours fine with light
 wind N. W. course E. S. E. Middle latter part
 same course seals firebacks etc in sight

Lat 40.04 N. Lon 136.58 E

Thurs 2nd

These 24 hrs calm plenty fur seals
 around at 12 M commenced steaming to home
 course E. N. E.

Lat 40.21 N. Lon 137.35 E

Frid 3rd

Four part wind light N. at 6 A.M.
 stopped steaming Middle part light air N.
 O. Sima & to Sima islands in sight latter
 part wind N. W. light air at 7 P.M. passed
 Cape Sirpakami north entrance of S. Sugar Sts
 shot a fur seal

Lat 41.16 Lon 139.46 at 3 P.M.

Sat 4th

Four part calm at 6 A.M. off Hakodadi sent
 letters by schooner Middle part light air S. W. course
 E. S. E. Lat 41.30 stopped steaming, started again at
 3.35 P.M. 1 fell. at 8 P.M. passed Cape Siriya 8 P.M.
 bore N. by N. 18 miles course E. S. E. wind light S. E.

Sun 5th

Four part strong breeze S. E. carried sail &
 steam on star tack heading E by N. Cape Geinno
 30 miles N. at 12.30 M. calm hauled on port
 tack under fore & aft sails & steam until 4 P.M.
 when cut off steam set fore & topsails

Lat 41.32 Lon 141.16 21

Coal report On board San Francisco 330 tons
 Consumed in Galley 57.50 lbs in Boilers 2024
 Total consumed 93.67 tons

On hand April 15th 236.33 tons started for Kodiak

Mon 6th

Strong breeze S. W. until 4 A.M. then light N. E. W.
 until 12 M. course E by N. latter part light air
 N. to N. W. course E by N.

Lat 41.57 Lon N.P. 145.00 E

Passage to Kodiak April 1891

Tuesday April 4th

Fog part heavy gale from N.E. with snow ship lying under goose wing main topsail, at 8 A.M. parted Mizzen stay fore sail quite badly Middle part same 2 P.M. wind hauled off N. at 5 P.M. hauled to N.W. commenced moderating set main topsail.

Wed 5th

Fog part fine wind N.W. to W. Middle & latter part same all sail out set E.N.E. employed setting up Mizzen stay and repairing sail. Lat 41.24 N. Lon 142.18 W.

Thurs 6

Fog part wind light N. course E.N.E. Middle & latter part calm. Lat 41.52 N. Lon 141.10 W.

Fri 7

Fog part wind S. light Middle & latter part wind N.W. course E.N.E. Lat 42.38 N. Lon 138.00 W.

Sat 8

Fog part quite fresh breeze N.W. course E.N.E. Middle part light from N.W. latter part very light breeze N.W. course E.N.E. Lat 43.37 N. Lon 136.38 W.

Sun 9

Engineers report of coal consumed
 Coal aboard San Francisco 330 tons
 Consumed in Galley 6000 lbs in Boiler 2
 Total consumption 28 tons on hand at Sat 382 tons
 Fog part fine calm Middle & latter part light breeze S.E. course E.N.E. Lat 44.00 N. Lon 132.10 W.

Mon 10

Fog part fog wind light S.W. course E.N.E. Middle part clear fresh breeze N.W. latter part same course E.N.E. Lat 45.09 N. Lon 121.40 W.

John A. Cook Master

Thurs 14
 Fore part quite fresh breeze
 H. S. H. course E. N. E. Middle part calm snow
 latter part wind light N. E. with snow
 Lat 46.10 N. Lon 165.30 E

Frid 15
 Fore part gale S. E. heavy fall of
 snow Middle part gale from S. flowed away
 main topmast staysail latter part gale H. H.
 with snow at 4 P. M. studd. C. bent new
 main topmast staysail 5 P. M. set main. J.
 Gallant sail
 No Obs.

Tues 16
 Fore part fresh breeze H. course
 E. N. E. Middle part light latter part same course
 N. E. by E. & E. Repaired main topmast staysail
 Lat 48.57 N. Lon 170.04 W. E

Frid 17
 Fore part quite fresh breeze N. H. some
 squalls of snow Middle part same latter wind
 light course N. E. by E
 Lat 46.53 N. Lon 174.35 E

Sat 18
 Fore part calm Middle part
 light breeze S. with snow latter part wind
 quite fresh S. H. course N. E. by E. Repaired W. F.
 topsail
 Lat 47.28 N. Lon 177.00 E

Sun 19
 Fore part wind H. S. H. quite fresh
 weather fine Middle part & latter part same. course N. E.
 crossed meridian 7/80 Lat 48.30 N. Lon 178.44 W.

Cal weekly report 330 tons aboard in San Francisco
 consumed in Galley 6355 lbs Boilers 21260 lbs 28.4 tons
 on hand April 19 231.6 tons.

Sunday 19th Crossed meridian change day by
 having two Sundays

Fore part fine wind H. light
 Middle part same latter part
 Lat 49.09 N. Lon 175.25 W.

Passage to Cadiz. Steamer. C. Freeman
April 1891

Mon April 21st

All three 24 hours frequent
snow squalls wind S. W. quite fresh course
S. E.

Lat 42.55 N. Lon 151.40 W.

Tue 22nd

Fore part snow squally wind light
A. Middle part same parted lanyard to main rigging
Latter part wind S. W. course S. E.

Lat 50.42 N. Lon 148.10 W.

Wed 23rd

Fore part light wind N. A. W.
Middle & Latter part light N. S. W. course S. E.

Lat 57.40 N. Lon 164.00 W.

Thurs 24th

Fore part wind light A. ship
on port tack close hauled Middle part wind
N. to S. W. course S. E. by N. Latter part same

Lat 52.12 N. Lon 161.40 W.

Frid 25th

Fore part snow squalls wind light
from N. to S. W. course S. E. by N. Middle part
same Latter part fresh breeze with heavy fall
of snow course S. S. E. Lat 53.42 N. Lon 152.05 W.

Sat 26th

Fore part snow squalls wind fresh
S. S. W. ship close hauled on port tack Middle part
wind strong from N. partly clear Latter part
same Ship on port tack close hauled.

Lat 53.48 N. Lon 155.57 1/2 W.

Sun 27th

Coal consumed in Galley 6800 lbs Boilers 213.500 lbs

Total number of tons consumed 7813

Aboard San Francisco 330 aboard April 26, 2328 1/2

Lat 54.00

153.00 W

Mon 28th

Fore part fresh breeze A. ship on port
tack saw a barkentine straining W. at 8 A.M.
saw calf eight whales going quick to S. W.
did not lower boats Middle & Latter part
wind light A. ship on port tack close
hauled

Lat 54.32 N. Lon 157.00 W. 21.

John A. Cook. Master 1891

Thurs 28
 Four part calm at 7 A.M. started
 steaming middle part same, steering N. by E.
 latter part foggy at 11 P.M. spoke back Alaska
 seen whales 8 times got one yesterday
 Lat 41.10 N. Lon 148.00 W.

Wed 29
 Four part fog calm until 12 M.
 then clear & calm until sunset saw first
 steamed from 1 P.M. until 7 P.M.
 Lat 44.58 N. Lon 148.06 W.

Thurs 30
 Fog until 12 M then clear with light
 breeze S. wind of 24 hrs
 Lat 55.24 N. Lon 147.23 3.30 P.

Frid May 1st
 Four part fresh breeze E. ship on
 different tacks close hauled middle part
 same latter part strong breeze ship on star
 tack back Alaska and plenty finbacks in
 sight
 Lat 58.42 N. Lon 147.35 W.

May 2nd Saturday.
 Four part wind E. to N.E. ship on
 star tack saw lots of finbacks middle & latter
 part light air E. at 1 P.M. steaming steering East
 Lat 56.22 N. Lon 147.12 W.
 Coal aboard San Francisco 300 tons consumed in Galley
 7150 lbs Oil 225,700 lbs total 1048 tons on hand 12.30

May 3rd
 Four part fog middle part calm steamed
 & home, E. by N. latter part wind E. light ship
 close hauled on star tack & finbacks seen to day
 Lat 56.06 N. Lon 145.58 W.

May 4
 Four part calm steamed & home middle part
 wind N. light corner N. by E. latter part calm
 some feed 4 finbacks seen to day
 Lat 56.00 N. Lon 145.13 W.

Thurs 5
 Four part calm steamed N by E 75 "Geo"
 middle part same latter part light wind S.
 corner N. N. W. stopped steam at 2.30 P.M.
 Lat 56.48 N. Lon 144.48 W.

Arriving Kodiak May 1st Jesse H. Thurman
 Wed 6th Fore part fine cloudy wind S. light at 5 A.M.
 started E.N.E. for Pt Edgecombe. Middle part same
 latter part also nothing seen
 Lat 57.17 Lon 142.20

Thurs 7th " Fore part cloudy wind S.E. light course
 E.N.E. Middle & latter part same & schme
 some finbacks seen
 Lat 57.16 N. Lon 140.07 W

Frid 8th Fore part some fog & drizzle until 9 A.M. then
 clear with light breeze S.E. course E.N.E. Middle
 & latter part same 1 schme in sight some finbacks
 & ferd
 Lat 57.20 N. Lon 138.07 W

Sat 9th Fore part light air N.N.E. ship steam
 slowly to N. N. by N. land off Rose sound in
 sight at 11 A.M. raised large sperm & 2 Reiger
 whales lowered 4 boats B.B. dived at one
 Right whale but too deep did not fasten
 Back Tamarlane & J.P. West in sight West
 had 3 boats down. Spoke her reports than Tamarlane
 seen whales 5 times her
 Lat 57.55 N. Lon 137.16 W

Sun 10th Calm steamed 4 hours 50 turns J.P. West
 & Tamarlane in sight Birds finbacks ferd very
 plentiful
 Lat 57.52 N. Lon 137.06 W

Coal burned Galley 7500 Boilers 237700 lbs Total 110.4
 On hand May 8th 2196 tons

Mon 11th Very light air S.E. to S. 2 schme some
 finbacks Grampus birds ferd etc
 Lat 57.47 Lon 136.55 W

Tues 12th Fore part rainy wind light S.E. number
 of schme & bk in sight Middle & latter part
 calm at 2 P.M. gained bk Alaska 1 whale
 had seen but are pime we saw him last
 Lat 57.42

John A. Cook Master 1891

Tues 13

Fog part fine wind E.S.E. cloudy 4
Schme and Alaska in sight Middle & latter part
same ship running to westward along the
land side and finbacks seen Lat 58.00 at 12 M.

Thurs 14

All this day rain with wind light
from S.E to E at 8 P.M. wind S. course E.S.E.
This day S. H. from Mt Fairweather 40 miles
2 Schme seen

Frid 15

Fog part very light air N.E. at 4.30 A.M.
commenced straining 75 Per Middle part same
latter part light breeze E.N.E. made all sail stopped
straining at 4 P.M. Course E by S. came from
30 miles off Behring Bay to 70 miles up the shore
saw but 3 Schme

Sat 16

Lat 2 P.M. 58.22 Lon 138.14 W.
Fog part some fog wind light
E. ship on star tack 2 Schme in sight stood
in close to land to west of Cross Sound
tacked at 11 A.M. Middle & latter part
rain strong breeze S. saw Tamarlans with
boats down at 7 P.M. saw calf Right whale
Lat 58.02 Lon 137.15

Sun 17

Coal consumed galley 7900 lbs Boilers 252 ^{lbs} 100. 1176
Running time 17.13.15 On hand 213 tons
at 12 M spoke bk Tamarlans crew had whale
missed yesterday Strained 6 hours 4 Schme in sight
Lat 58.05 Lon 136.58

Mon 18

Fine wind light S.W. run along from Cross Sound
to Edgcomb 20 miles off shore saw plenty food
and finbacks number of seals but no Right
whale Lat 57.24 Lon 136.24 2 P.M.

Tue 19

Fog part quite moderate but Edgcomb in sight
bearing E by N. 20 miles. Middle part rain strong breeze
S. ship steering S.W. at 3 P.M. went aboard Strano
Beluga reports crew
No etc

Kadiak May 1891

Wed May 20th

Four part rain strong breeze S.E.
 ship on port tack close hauled Middle & Kattu
 part same No Obs.

Thurs. 21

Four part strong breeze S.D.W. rugged
 ship on port tack until 8 A.M. then on star tack
 until 7 P.M. Stone Beluga in sight all day
 Kattu part wind moderate from S.

Heat 56.50 Lon 141.05 at 2 P.M.

Frid 22

Four part fine calm began steaming
 at 6 A.M. Capt Wicks of Stone Beluga came aboard
 stopped until 3 P.M. both ships steaming S.S.W.
 Kattu part wind light S.E. rain equally
 made sail run S.S.W. until 7 P.M. came too on
 port tack Heat 56.08 Lon 141.17 2 P.M.

Sat 23

Four part rain strong breeze S.E. Middle &
 Kattu part fog at 6 A.M. steered S.W.
 No Obs.
 Coal used up to 24th 121 tons 269 on hand.

Sun 24

Four part fog wind S. until 12 M. then
 S.W. light run of 24 hours Middle & Kattu part clear &
 foggy by turns ship steering to west nothing seen
 Heat 55.14 Lon 141.53

Mon 25

Four part fog until 6 A.M. then
 partly clear & fog by turns steamed from 7 A.M. until
 2 P.M. Kattu part wind W. light spoke back Alaska
 seen nothing Heat 56.40 147.30 W.

Tues 26

Four part fine wind light W.
 steamed 6 hours Middle part wind S.W. light
 ship on port tack Kattu part wind S.S.W. quite
 fresh indications of rain Alaska in sight all day
 Heat 57.08 Lon 148.00 W.
 9 P.M. Right whale came along close to ship
 to dark for lowering boats

Rained
 by
 ship

Putlock Banks

Wed 27

Rained
by
Baker

Four part thick and rainy
wind S. quite fresh breeze Middle part nearly clear
saw the Alaska with boats down latter part
thick fog, at 2 P.M. raised Right whale going
to windward took in all sail & stranded. after him
got up to him at 5 P.M. when shut down thick
before had chance for lowering
Lat 57.58 N. Lon 149.00 W

Thurs 28

Rained
by
Clark

Four part thick and rainy wind
S fresh breeze Middle & latter part same the
Alaska in sight until 3 P.M. at 11.30 A.M. lowered
5 boats for lone Right whale L.B. gallied him.
returned to ship without success

Lat 56.58 N. Lon 148.45 W

Frid 29.

Rained
by
Putlock

Four part fog & light rain by turns
strong breeze S. ship running N.E. & N.W. 4 hours each
course Middle & latter part same at 4 P.M. Capt raised
lone Right whale lowered 4 boats L.B. went on to
whale but the surf could not reach him. hoisted
boats up at 6 P.M. moderate gale with rain from S.E.

Lat 57.25 N. Lon 148.55 W

Sat 30

Rained
by
Baker

Four part fine wind light S. Stranded
4 hours A.M. to S. Middle & latter part same at
5 P.M. raised lone Right whale lowered 5 boats L.B.B.
struck, whale gun had had to cut line returned to
ship at 10 P.M. could not get another boat fast.
Struck whale 10 miles N.W. of Lat 57.38 N. Lon 148.30 W

Sunday May 31stRained
by
Putlock

Four part light air all quarters at 6 A.M.
lowered 5 boats for lone Right whale. L.B. struck
at 9 A.M. took alongside but the S.B. & S.B.B. got stuck
Middle & latter part calm Lydia & Alaska in sight
Lat 57.42 N. Lon 148.45 W

Coal on hand 201 tons consumed 128.565
Gally 8200 lbs 277500 lbs

Crossing Meridian John Wintrop T. A. Cook									
Passage Yellow Sea									
Thurs January 16									
Chro Time		34.48	10.4.43	26.53.19	28.1				
15.30.35		10	12.92	7.13	14.13				
22.26		84.58	14.17.55	20.46.06	28.91				
15.08.09		14.03	18.19	90	14.13				
3.03.51		110.46	24.46	10.46	60.43.30				
12.04.18		159.47	8.48.86	2.53.35	420				
E 178.56		79.53	9.13.84	10.16	13				
181.4 1/2		44.53	3.03.51	848	13				
Thurs the 17th call Sat 18									
2.50.38		50.38	1288	2.57.35	46				
22.31		30.40	2865	46	10				
138.17		13.53	62795	2.4.49	50.10	1288	1.21.16		
110.33		110.33	77846	22.36	13.53	2865	10.34		
3.38.19		173.08	8.94.794	1.42.13	110.33	67039	1331.40		
1.27.42		87.34	10.34	174.38	97094	11.42.13	11.42.13		
2.10.37		36.34	17.27.42	2.4.49	87.19	949289	11.49.37		
172.39		360	13.27.42	22.36	37.09	177.248	177.248		
182.39		E	1.38.19	13.42.13	860				
177.21 E		177.21	1.49.23	1.31.50	182.36				
177.21 E		177.21	1.49.23	12.10.23	177.24	13.53	177.24		
Thurs 18.10 obs alt 20.01									
Chro Time		8.40.45	Equation	11.2.2					
Error		22.41	diff 1 hour	760					
20.16.57		90	20.11	0.1278					
8.18		20.35	13.50	0.1278					
20.35.35		11.42.5.10	13.50	0.1278					
9.14. A.M.		11.4.2.5.10	13.50	0.1278					
24.1		72.12	4.89663	20.03.09					
13.42		36.84	0.2.0.2	8.12.24					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					
13.42		36.84	0.2.0.2	11.4.5.00					

12-17-37 22.49 4351.84	7.37.45 22-35 4347.18	10.11 14.17
28.07 28.08 1909.06	7.37.11 29-24 4.911.05	18.04.07
20-20-10 11-02-30 102.24 9.32833	7.37.11 102-19 9.32817 = 7.12.04	
14-17 26-24-27 102.24 9.32833	25.07 134.18 7.12.04	77.09.54.34 8-22-03 = 130.31
0-34.27 8-41-57 77.01 54.12 = 130-276	7.12.04 77.09.54.34	
Dec 12-14-9 diff 1h 62.47 Clock 8.00 12.00 40 11.20	34.42 5896-	2-32-14 14.12
9.51 12,2400 8.00 52.17 19.39	6-29-25 34.53 1084.86	14.46.16 6.04.06
102-24 P.D. 6391261 34.53 1084.86	6-29-18 101.56 871.98	8.42.10
	25-12 166.03 905.56	
	6.04.06 83.01 48.08	
12-42 30 27.10 5966	12-45:10 27.34 5966	12-48.20 28.08 59
12-42-30 27.20 427339	12-44.48 27.44 489465	12-47.50 28.18 59
25.17 101.42 89564	25.17 29.21 101.42 9.22821	237.17 101.42 48927
2-17-13 138.23 9.33791	12-19-31 101.42 9.22821	12-22-33 159.21
0-57-33 79.11 20.43.25	12-19-31 101.42 9.22821	12-22-33 159.21
40-20 51.51 14.08	20-59-52 158.47 14.08	21.02.55 79.40 9.21
36-05 20-57-33 130.05 8-40-21 79.23	20-59-52 158.47 14.08	31-22 20-4
	130.05 8-40-21 79.23	130-05 21-02
Great long 129.35 30 miles Error Chronometer		
522.20 43.11 5.796 12-25 12.13.56	21 23.35 25.81 36 11	725.35 25.06 25.17
5.21.36 106.54 82.52 13.38.56	722.89 2842 26.29 29.27 6009	725.16 25.17 29.27 6009
23.24 174.59 82.802 4.58.02	639.31 106.32 738 15.44 132.78	7.01.43 100.32 738
4.58.32 87.29 8.03623 8.40.14 = 130.07	639.31 106.32 738 15.44 132.78	158.16 330.75 77.38 89869
	52.08 89732 9.28.867	52.21 929681
Dec 10.27.31 diff 1 = 54.40 hours time	5.20 3-29-10 13.49	3.31.45 13.49
18.33 90 100.23 P.D. 6039013 36.0	15.43.04 6.59.31 8.43.33	15.43.34 7.01.43 8.43.51
130-54		
6.39.36 36.04 6.42.42 36.11	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.05 86211	46.48 901277 8.25.19 126-37 1/2	
13-24 46.3 1897973 126.20 46.48 901277		
40.50 2-30 P.M.		
15.20 2-30 P.M.		
2-23-30		
6.42.42 36.11 6.41.18 36.22 06401	6.00.45 42.32 6468	6.00.15 42.43 348
38.58 36.45 66401 6.41.18 36.22 06401	2-29-45 6.00.15 42.43 348	23.38 99.27 06093 6.18.50 30.21 06593
23.38 99.27 06093 6.18.50 30.21 06593	99.27 08072 1443.09 6.18.50	6.18.50 30.21 06593
6.18.50 30.21 06593	166.10 86211 8.25.19 126-37 1/2	
27.26 8.16 1897973 126.22 8.3.0		

Handwritten calculations and notes, including numbers, dates, and phrases like "Equation", "Decl", "Clock", "hor", "diff", "P.M.", "A.M.", "12 miles", "4 miles", "far E".

Handwritten mathematical calculations and notes on a ledger page. The page is filled with numbers, some underlined, and various annotations. A large number '127' is written in the top right corner. The calculations appear to be organized into columns and rows, with some sections labeled 'diff' (difference) and 'Clock'. There are also some larger numbers like '149-30' and '149-36' at the bottom. The handwriting is in cursive and somewhat slanted.

14.35.35-33.23-425098	3486	3.18.	26	58.34.	35-23	30	10	35.97
27.23-58.32485924	13.17.34	27.28	67.14	4.35806	14.01.28	39.25	12615	35.97
14.08.10	67.21	9.424-41	13.38	4.87767	27.35-58.28	83486	67.327845	35.97
3.07.23	159.28	4-09-10	14.35.16	76.49	9.58370	13.33.25	164.39	3.38.17
10.00.47	79.44	1.47	4.32.23	48.59	9.58370	3.32.18	82.19	1.12
46.19	3.07.23	9.57.43	142.26	91	10.07.18	43.08	33284	1.12
13.56.20	38.38	28313	3.30.37	11) 13.17.20	60.30	27378	4.36.26	12) 13.38.05
24	58.36	3344	1.26	13.06.40	66.51	3646	39	32
13.33.36	67.10	13630	3.29.11	27.48	155.11	86472	40547	13.3733
27.30	164.16	93887		14.39	77.35	9.50744		27.43
13.28.26	82.08	9.29376		4.35.47	47.05			13.19.50
3.29.11	43.38			10.03.13	150.49			3.02.17
9.59.15	149.48	Alaska	149.33					10.07.33
13.59.50	39.48	27257	3.24.10	14) 14.44.40	37.26	27177	15) 15.12.35	157.5344
13.59.54	39.19	3684	3.23.56	14.44.40	11	37	16) 15.12.35	30.99
57.45	57.44	13171		27.48	37.37	17513	17) 15.12.35	30.11
13.31.89	66.44	82747		14.44.40	57.40	83674	18) 15.12.35	57.30
3.23.56	164.27	8.26859		3.43.20	66.41	83674	19) 15.12.35	57.30
1.07.43	82.13			10.01.52	161.58	8.34064	20) 15.12.35	57.30
1.01.56	42.14			150.88	80.59	3.43.20	21) 15.12.35	57.30
14.36.35	35.56	25773	3.58.28	19) 14.44.40	25.319	9.04.08	22) 15.12.35	57.30
35	11	3738	36	19.44.40	37.33	9.04.08	23) 15.12.35	57.30
14.36.00	36.01	28975	3.59.04	19.44.40	56.07	9.04.08	24) 15.12.35	57.30
27.55	56.28	83781		27.58	66.35	9.04.08	25) 15.12.35	57.30
14.18.04	66.34			19.44.40	66.35	9.04.08	26) 15.12.35	57.30
3.59.04	159.03	9.39087	13.2-15	19.44.40	66.35	9.04.08	27) 15.12.35	57.30
10.09.01	79.31			19.44.40	66.35	9.04.08	28) 15.12.35	57.30
	43.30			19.44.40	66.35	9.04.08	29) 15.12.35	57.30
14.03.30	42.26	24689		21) 14.18.16	41.30	23463	30) 15.12.35	57.30
44	11	3705		14.18.16	41.30	23463	31) 15.12.35	57.30
14.03.06	42.37	12512		28.05	54.22	17973	32) 15.12.35	57.30
28.03	35.36	80034		13.49.41	66.33	80458	33) 15.12.35	57.30
3.35.03	66.31	9.21888		3.22.35	14.236	9.25688	34) 15.12.35	57.30
3.12.44	164.38	3.11.22		10.27.06	39.37	3.22.35	35) 15.12.35	57.30
0.22.19	82.19	1.22		15.46	3.22.35		36) 15.12.35	57.30
	39.42	3.12.44					37) 15.12.35	57.30
14.36.32	41.31	23393	3.20.40	24) 14.35.34	42.11	21920	38) 15.12.35	57.30
36	11	3716	2.20	14.35.34	42.11	21920	39) 15.12.35	57.30
14.35.56	41.42	3716		25	42.22	3706	40) 15.12.35	57.30
28.15	34.18	17890	3.23.08	14.35.09	52.52	19672	41) 15.12.35	57.30
14.07.41	66.38	80488		28.19	66.40	79494	42) 15.12.35	57.30
3.23.	162.38	9.25457		14.06.01	66.40	79494	43) 15.12.35	57.30
10.44.41	81.19			3.21.33	161.04	9.24792	44) 15.12.35	57.30
16.1.10	39.37			10.45.18	80.57		45) 15.12.35	57.30
54.18				39.35	3.22		46) 15.12.35	57.30
				3.19.00	161.20		47) 15.12.35	57.30
				2.33			48) 15.12.35	57.30
				3.21.33			49) 15.12.35	57.30
14.13.10	46.57	20563	3.48.48	13.12.00	56.82	20905	50) 15.12.35	57.30
32	11	3678	2.57	13.12.00	56.82	20905	51) 15.12.35	57.30
14.14.38	46.08	16599		13.12.00	56.82	20905	52) 15.12.35	57.30
28.23	51.28	76431	2.51.48	13.12.00	56.82	20905	53) 15.12.35	57.30
13.46.18	66.45	9.11261		12.43.32	66.81	8.56042	54) 15.12.35	57.30
2.51.45	165.21	82.40		1.31.18	175.23	1-27.56	55) 15.12.35	57.30
10.34.80	35.32			11.12.14	87.42	1-27.56	56) 15.12.35	57.30
163.38				168.08	80.58	1-31.18	57) 15.12.35	57.30
							58) 15.12.35	57.30
14.18.05	50.10	21326	2-20-14	3) 16.32.10	31.02	21787	59) 15.12.35	57.30
31	12	3594	3.50	16.32.10	31.02	21787	60) 15.12.35	57.30
14.18.04	50.22	95589	2.24.04	16.31.20	31.14	8571	61) 15.12.35	57.30
28.33	52.16	75288		28.35	52.44	39811	62) 15.12.35	57.30
19.49.31	67.00	75288		16.02.45	67.05	84398	63) 15.12.35	57.30
2.24.04	169.08	895770		4.26.08	151.03	9.49567	64) 15.12.35	57.30
16.28.27	84.49			11.26.37	75.01	4.32.10	65) 15.12.35	57.30
34.27				171.39	44.17	3.58	66) 15.12.35	57.30
171.22				171.27		4.36.08	67) 15.12.35	57.30
13.46.45	52.44	22442		6) 14.53.10	44.01	28043	68) 15.12.35	57.30
20	12	3507		14.53.10	44.01	28043	69) 15.12.35	57.30
13.46.25	52.56	74686		14.53.10	44.01	28043	70) 15.12.35	57.30
28.40	53.23	74606		28.43	53.58	9907	71) 15.12.35	57.30
13.16.45	67.17	8.75436		14.23.57	67.23	79478	72) 15.12.35	57.30
1.54.28	173.86			3.03.02	16.53	4915703	73) 15.12.35	57.30
1.22.17	86.48	1.50.15		11.20.55	82.47	2.58.05	74) 15.12.35	57.30
170.34	88.52	1.50.15		4.680	38.34	4.27	75) 15.12.35	57.30
170.22				170.14		3.03.05	76) 15.12.35	57.30
9.36.50	46.53	26448		8.48.50	42.12	26448	77) 15.12.35	57.30
30	11	3418		42	11	3081	78) 15.12.35	57.30
21.36.20	47.04	86128		8.48.08	42.23	4.05052	79) 15.12.35	57.30
29.48	57.03	79668		12.29.50	57.03	4.81809	80) 15.12.35	57.30
21.06.32	67.34	8.95662		20.18.18	67.41	9.16721	81) 15.12.35	57.30
9.44.47	171.41	9.39.59		9.04.35	167.07	8.59.40	82) 15.12.35	57.30
1.21.45	85.50	4.38		11.13.40	83.33	4.58	83) 15.12.35	57.30
170.26	38.46	9.44.47		168.25	41.10	9.04.38	84) 15.12.35	57.30
							85) 15.12.35	57.30
							86) 15.12.35	57.30
							87) 15.12.35	57.30
							88) 15.12.35	57.30
							89) 15.12.35	57.30
							90) 15.12.35	57.30
							91) 15.12.35	57.30
							92) 15.12.35	57.30
							93) 15.12.35	57.30
							94) 15.12.35	57.30
							95) 15.12.35	57.30
							96) 15.12.35	57.30
							97) 15.12.35	57.30
							98) 15.12.35	57.30
							99) 15.12.35	57.30
							100) 15.12.35	57.30

41.20 29.06 11.24 2.57.38 16.46 168.26 38.43 9.52.23 5.19 9.57.38 47.49 57.18 67.07 173.04 86.32 173.04 86.32 38.43 9.52.23 5.19 9.57.38 32.99 781.52 796.21 8.87813 8.87813 8.87813 8.87813 8.87813 8.87813 8.87813	13.25.18 29.58 12.55.20 1.36.02 11.19.18 169.49 37.36 30.24 50.36 57.42 68.67 176.23 88.12 37.36 27217 3248 49708 478643 8.58716 8.58716 8.58716	16.22.46 30.09 15.52.37 4.35.28 11.17.14 169.25 4.29.36 5.47 4.35.28 29.49 58.10 68.44 156.43 78.21 48.32 4.29.36 5.47 4.35.28 129 27752 3863 3863 87468 9.48834 4.29.36 5.47 4.35.28
14.27.44 21 14.27.23 30.15 3.57.08 2.38.30 1.18.38 169.39 43.55 44.07 57.28 69.03 170.40 85.20 41.13 2.38.30 26939 2961 91040 81892 9.02822 2.32.32 5.38 2.38.30	19) 3.12.30 33 3.01.57 30.11 14.31.29 3.13.21 11.18.18 169.35 169.54 39.34 39.45 58.00 69.16 167.01 83.30 43.45 3.13.21 27679 2908 403386 4.83980 9.19833 3.07.20 6.01 3.13.21	20) 21.28.10 44 21.22.16 30.21 20.51.55 9.32.46 11.19.09 169.47 9.32.46 43.13 43.25 58.00 69.26 170.07 95.23 42.00 9.32.46 27579 52860 90260 4.52537 9.03230 9.26.40 6.46 9.32.46
9.19.50 20 21.19.00 30.24 20.48.36 9.27.38 11.20.58 170.14 42.30 42.42 58.00 69.37 170.19 85.09 42.27 27579 2808 92710 82927 9.06024 9.21.30 6.08 927.38	16.18.13 23 16.07.50 30.26 15.37.24 4.19.36 11.17.48 169.27 30.53 31.03 57.45 69.53 158.41 79.20 48.17 27277 2734 26739 87300 9.44050 4.13.25 6.11 4.19.36	15.57.00 24 15.56.36 30.29 16.22.07 4.12.08 11.13.09 168.17 31.51 32.03 56.25 70.04 158.32 77.16 47.13 25716 268 27007 86565 9.41971 4.06.45 6.13 4.12.54
14.02.43 32 14.02.13 30.32 13.31.41 2.21.05 11.10.36 167.39 45.00 45.12 56.69 70.17 172.28 86.14 41.02 26370 2624 81752 81723 8.92469 2.14.50 6.13 2.21.05	25) 14.30.25 40 14.28.45 30.35 13.58.10 2.48.26 11.10.44 167.41 41.43 41.55 57.18 70.30 169.43 84.51 42.56 26741 2565 398310 483324 9.07940 2.42.10 6.16 2.48.26	20.54.28 28 20.54 30.41 20.23.19 9.18.01 11.13.18 168.50 39.12 39.23 58.00 70.53 168.18 84.08 44.45 27579 2464 937 84758 9.15752 8.24 6.13 8.30.10
15.14.50 30.46 14.44.04 3.27.28 11.16.36 3.27.28 11.16.36 169.09 86.05 36.16 57.05 71.25 165.36 82.48 46.32 27478 2326 9807 86080 9.25691 3.21.15 6.13 3.27.28	August 1911 14.18.01 33 14.17.27 30.53 13.46.32 2.35.55 11.18.27 41.33 41.45 57.18 72.10 171.13 85.36 43.67 26741 2109 88490 84069 9.01829 2.29.50 6.05 2.35.55	2) 20.14.00 21 20.13.35 30.38 19.42.37 8.30.46 11.11.01 167.55 34.18 34.24 56.11 72.22 162.57 81.28 47.04 25437 2090 17139 86460 311.4 8.24 6.13 8.30.10
4.35.20 40 4.34.40 31.09 4.03.31 2.45.12 1.18.19 169.35 39.23 12 39.35 57.14 73.30 170.19 88.09 26663 1826 92710 86374 9.56373 9.56373 9.56373	7) 34.57 12 33.09 36.17 73.47 165.13 82.36 47.27 25364 1763 10990 86725 9.23045 15.08.15 30 3.19.40 5.32 3.23.12 15.08.15 30 15.07.45 31.12	8) 15.18.40 23 15.18.22 31.14 14.47.05 16.18.40 51.46 48.12 33.34 55.56 74.04 163.83 51.46 48.12 14.47.05 251.20 1711 18596 87243 9.29690 14.47.05 3.26.49
14.23.05 30 14.22.35 31.17 13.57.18 2.40.36 1.10.42 167.40 39.45 11 39.56 56.10 74.21 170.27 85.13 25432 1641 92110 86162 9.04345 2.35.20 5.16	10) 17.34 42 17.33.18 31.20 17.07.58 5.50.28 11.11.30 167.53 14.38 14.43 56.18 74.41 145.42 72.51 58.08 25583 1571 46964 92905 9.67023 5.45.20 5.08	11) 14.03.05 34 14.02.31 31.25 14.01.06 2.52.07 11.07.59 166.30 86.58 36.10 57.04 75.14 169.28 84.44 47.34 26467 1459 96280 86809 9.11015 2.48.10 4.47
167.40 2.44.36	167.50 11.11.21	167.35 2.53.07

13.56.38 39	57.23-26467 1327	14.23.12 31.40	37.34 84358	20.57.13 31.42	34.46 57.28	269 11
10.06.16	27.36 4.52731 490653	13.5.1.32	57.38 87401	20.27.31 9.10.29	57.04 169.18	9696 8835
31.31	57.04	2.31.17	76.49	11.17.02	84.39	9.1336
15.34.45	76.54 9.40580	11.20.15	172.1	169.16	49.53	9.6.
4.16.53	160.34 4.02.25 4.28	170.04	86.1 48.26			3.1
1.17.52	80.17 4.06.33					9.10.2
169.27	52.41					
1) 10.04.10	39.57 27117	23) 14.18.20	36.11 26526	25) 14.33.26	31.26	
42	12	32	57.07 838	45	12	26584
10.03.28	40.03 944	14.17.48	78.49 83813	14.54.41	31.38	733
31.58	57.37 56743	31.56	172.07 88340	32.03	57.10	82
21.51.38	78.06 86998	13.45.52	86.03 899512	14.22.38	79.80	89986
10.17.15	175.46	2.29.07	49.62 2.26.40	3.05.20	168.18	9.18100
15.14.23	87.53 5.71777	11.16.45	2.27	11.17.18	84.09	3.03.25
168.38	47.50 10.14.18		2.29.07		62.31	1.53
	257					3.03.20
	10.17.15					
15.31.20	25.49 27177	31) 14.54.25	29.22 26623	Sept 1)	32.12 25621	
32	10	29	16		56.20 388	
15.30.48	25.59 546	14.53.36	29.32 465	14.22.05	82.21 90102	
32.12	57.40 412799	32.16	57.12 581	27	173.88 90365	
14.58.34	80.55 492010	14.21.48	81.38 91749	14.21.38	86.26 906479	
3.39.57	164.33 982632	3.05.09	168.22 9.18818	32.25	53.14 2.39.28	
17.18.43	82.17 3.39.05	11.46.31	84.19	13.49.13	2.38.52	
669.40 14	56.18 3.39.51	169.08	54.39	2.38.52	2.38.52	
14.15.45	32.12 26099	14.47.30	27.42 27488	5) 14.06.35	31.32 28440	
30	11	24	11	30	11	284
14.15.15	32.23 85673	14.47.06	27.53 98808	14.06.05	31.43 72824	
32.28	56.45 70546	32.31	57.53 492127	32.23	58.42 91451	
18.42.47	82.44 902070	14.14.33	83.05 9.18670	13.33.32	83.27 93009	
2.36.23	171.52 2.31.10	3.03.33	168.57	2.14.18	173.52 93009	
11.12.24	85.56 47	11.11.02	84.25	11.19.14	86.56	
168.08	53.33 3.30.23	167.45	56.32	168.58	56.13	
9.41.30	2855 30213	11) 15.36.40	22.11 28607	3) 3.03.40	22.44 28607	
56	60.05 172	8	58.50 120	38	58.50 80	
9.40.34	84.54 72597	15.36.03	85.45 6155	3.03.10	86.31 97894	
82.44	17384 92858	32.50	166.46 94266	32.56	169.05 94098	
9.17.50	86.57 8.95840	15.03.13	83.23 9.29148	14.30.14	84.32 9.2067	
9.36.52	58.02 9.29.40	3.26.32	61.12	3.03.04	60.48 3.09.1	
11.30.50	172.42 2.48	11.36.41	174.10	11.25.10	4.1	
	9.36.52			171.17	3.05.10	
2.21.40	27.11 27986	5) 5.55.05	16.52 27986	16) 2.02.35	28.02 28109	
50	12	44	13	38	11	36
2.20.50	27.22 64	3.54.21	1702 00049	14.01.57	28.13 69654	
32.59	58.20 81173	33.02	58.20 17890	33.04	58.26 93276	
13.47.58	86.53 93269	18.21.19	87.17 95478	13.28.53	87.40 8.91075	
2.27.23	172.35 9.02492	4.00.02	16.23 9.41395	2.07.24	174.19 2.12.38	
11.20.16	86.17 170.07	11.21.17	81.19	11.21.29	87.09 57.14	
	58.55	170.19	64.17	170.23	58.56 2.07.24	
3.16.40	19.56 28732	9) 2.38.05	23.07 28879	20) 3.18.30	18.38 29133	
26	10	32	11	35	10	4
3.16.14	20.06 3805	2.37.33	23.18 9	18.17.53	18.48 4498	
33.10	58.56 95229	33.13	59.03 88654	33.15	59.15 93668	
14.42.04	88.27 927792	14.04.20	88.49 94767	18.44.40	89.14 9.29295	
3.24.34	167.29 3.2630	2.44.32	171.10 2.50.50	3.23.36	167.17 3.30.15	
1.22.30	83.44 5.56	11.19.48	85.35 6.18	11.21.04	83.38 6.39	
170.37	63.38 3.20.34		62.17 2.44.32	170.16	64.50 3.33.36	
9.15.30	24.40 10	22) 2.02.40	25.42 11	23) 15.11.35	19.50 10	26584
30	24.50 28191	2.01.55	25.53 72884	15.11.05	20.00 1	
9.15.00	58.20 2	33.21	58.00 94208	33.24	57.10 3574	
33.18	89.32 79386	13.28.34	89.69 8.94616	15.37.41	90.23 95279	
8.41.42	172.52 94431	2.10.59	173.52 86.56	3.42.54	167.33 9.25438	
9.21.56	86.26 9.02410	11.17.35	61.03 7.21	11.24.47	83.46 3.20.36	
17.19.46	61.36 9.28.53	169.23	2.10.59		63.46 7.42	
169.55	6.59			171.12	3.12.54	
9.15	9.21.56					
3.57.40	14.30 28150	25) 14.43.20	22.13 28295	26) 15.04.50	17.47 28816	
28	10	32	11	86	10	103
5.57.12	14.39 4.14714	14.42.48	22.24 83630	15.04.14	17.57 98549	
33.27	68.28 4.96493	33.30	58.35 95242	33.25	59.00 96240	
5.23.15	90.46 9.89361	14.09.18	91.16 9.08176	14.30.49	91.57 9.23708	
3.50.38	163.53 81.56	2.32.20	172.09 86.04	3.07.21	168.54 84.27	
3.33.07	67.17 3.58.40	11.36.51	63.40 2.32.20	11.23.28	66.80	
173.17	3.50.88					

24 14.2546 33.38	20.40 59.20 82.70	29239 78	2.52.50 42	16.19 60.00 93.53	301.93 100 96952	2.12.25 38	19.36 19.46 59.53	181 29950 121
13.52.08 2.32.43	92.19 172.19	82701 95897	14.52.08 38.49	60.00 93.53	96952	14.11.47 33.52	59.53 94.16	22527
11.19.25 169.50	86.09 65.29	967910 2.42.07	2.57.43 11.20.36	85.06 68.47	3.08.25 10.42	2.14.07 11.22.58	173.53 86.07	96461 8.99129
	9.24 2.32.43		170.09		2.57.43	170.45	67.11	2.25.57
2.33.25 32	18.20 10	27741	6) 15.23.20 20	12.50 8	27098 196	9) 8.27.50 43	14.00 14.09	26234
3.32.53 33.55	18.30 58.08	143 88161	15.23.00 34	13.00 57.36	8486 97303	8.27.07 34.19	56.52 96.28	27 97151
3.58.58 2.40.01	94.39 171.17	96445 9.12491	14.54.1 3.28.36	95.26 166.02	9.33083 3.40130	19.02.58 8.21.38	167.29 83.44	9.274
1.18.57 169.44	85.38 67.08	2.51.20 11.19	11.20.24 170.06	83.01 70.01	11.54 3.28.36	11.31.28 172.52	69.35	8.341
	2.40.01		169.56			172.37		8.21.3
3.05.40 3.05.06	14.20 14.29	26389 320	11) 14.33.53 43	17.06 9	26467	12) 3.07.30 32	13.51 8	25945
3.05.06 34.11	14.29 57.00	320 332	14.33.12 34.14	17.15 57.04	355 2.46.17	3.06.58 34.17	13.59 56.37	393 828
14.30.55 3.04.44	96.57 168.26	97224 9.24265	13.58.58 2.33.02	87.04 97.19	86.301 96888	14.32.41 3.04.50	97.42 168.18	97344 9.24570
11.26.11 171.34	84.13 69.44	3.17.44 13	11.25.51 11.24.56	171.38 85.49	9.10611	11.27.57 171.34	84.09 70110	3.18.2 13.3
	171.19	3.04.44	171.14	68.34			171.40	3.04.5
15.06.20 47	11.35 8	23481 434	14) 2.21.45 50	20.36 18	21391 472	15) 13.58.58 46	22.06 10	19193
15.35.53 34.20	12.03 54.23	12985 97353	2.20.53 34.22	21.06 52.20	85073 95668	13.58.09 85.29	22.16 50.00	87825 95760
15.01.13 3.30.04	98.05 164.31	9.24253 3.43.48	13.56.33 2.15.12	95.26 171.02	9.02606	13.22.40 2.17.06	99.11 171.27	9.12288 2.031.00
11.31.09 171.15	82.15 1570.12	3.43.48 13.44	11.28.21 172.05	85.56 64.50	2.132.10 13.58	11.05.34 166.23	85.43 63.27	2.17.06
	171.32	3.00.04			2.18.12			
15.02.30 46	22.47 10	15434 701	20) 1.27.15 45	25717 10	14651 782	21) 13.40 32	20.53 10	13789
3.51.44 35.37	22.57 45.30	99322 94349	13.26.30 35.40	25.27 44.28	71655 94105	13.37.28 35.45	21.05 43.17	355 9506
16.07 180.56	100.16 168.43	94349 9.09806	12.50.50 2.14.23	44.28 100.38	94105	13.03.43 2.49.07	43.17 10120	9506 94408
145.11 161.18	84.21 61.24	2.45.55 14.59	10.36.27 159.07	170.38 85.16	9.01163 2.24.32	10.14.36 153.39	168.42 82.81	9.15647 3.04.3
	2.30.56		60.49		2.14.23	61.46		15.28
13.04.20 27	23.03 10	12836 960	25) 1.47.50 50	14.23 9	12497	26) 1.10.25 25	17.16 2	12332
13.03.53 35.51	28.13 41.55	4940 93905	1.47.00 35.53	14.32 41.24	1020 27471	1.10 35.56	17.25 41.10	1579 21076
2.28.02 2.35.55	102.00 167.08	93905 7.12641	1.11.07 3.34.32	102.22 158.18	27471 95591	13.34.04 3.15.09	102.43 161.18	95075 9.25565
9.52.07 148.02	83.34 60.21	2.51.40 15.45	9.36.35 64.37	79.09 64.37	9.36569	9.18.55 63.14	80.09 63.14	3.031.07 15.28
	2.88.55							3.1629
0) 12.04.54 50	21.28 10	12421 1310	31) 12.02.11 38	21.25 10	12421	1) 12.11.10 30	20.10 10	11755
12.04.04 36.08	21.38 41.18	5607 94526	12.01.52 36.11	21.35 41.18	1877 4603	12.10.40 36.14	20.20 40.20	1439 10399
11.26.56 2.37.55	104 166.56	9.13864 2.37.10	11.25.31 2.36.07	104.21 167.14	94607 9.13005	11.34.26 2.48.05	104.40 165.20	94727 9.18553
8.49.01 132.15	83.34 61.50	2.51.40 15.45	5.49.14 16.15	62.02	2.36.07	8.46.21 181.30	82.40 62.20	3.04.2 161.19
	2.37.55		132.49					248.03
12.11.10 30			2) 11.55.30 36	22.10 10	11638	3) 11.05.10 31	35.00 10	
12.15.40 36.14			11.57.53 36.17	22.20 40.06	15.02 40.34	10.29.44 36.20	25.00 39.50	11469 1566
1.34.26 2.48.05			11.18.38 2.32.58	104.57 167.25	943.35 9.11509	10.53.24 2.12.38	105.17 170.17	92559 93733
1.46.21 10			8.45.40 131.24	88.45 61.22		3.42.54 131.40	85.05 65.58	8.99638 2.26.5
								16.2
11.03.45 42	27.16 10	108.38 16.27	3) 11.11.40 40	25.22 10	10426			2.1003
11.03.03 36.23	27.26 38.49	85252 93069	11.11.00 36.26	25.32 105.54	1694 93420			
1.26.40 1.55.52	105.35 171.50	8.90786 2.12.12	10.34.34 2.13.42	169.34 84.47	9.01457			
3.0.49	85.55 2.20	2.12.12 16.20	8.20.32	89.15				

Passage to Yellow Sea Jan'y 1891

3.5.10.00 27.00 10 0.26.65 3.5.10.29 19.52 424607 22.22 112.40 490053 3.28.07 159.42 7.20816 3.14.56 79.51 3.09.33 13.11 52.41 3.09.33 5.23 3.14.56	13.22.02 57 13.21.11 6.56 1828.07 3.14.56 10.13.11 153.18	5) Off Hawaii 13.5.6.10 28.20 10 37 28.30 0.2420 13.55.32 18.57 0.3449 22.23 112.83 4.23967 13.33.10 160.00 4.89354 3.11.41 80.00 9.19190 51.30 3.05.50 10.21.29 5.57 155.22 1/4 3.11.41	18.52.10 5.8 13.26.12 6.56 13.33.08 3.11.41 10.21.27 155.21 3/4
13.32.50 32 34.16 10 13.32.18 34.26 18.25 0.2283 22.23 112.26 0.3418 3.59.55 165.17 16795 2.40.24 82.38 87240 2.29.26 48.12 9.03739 2.34.13 6.16 157.19 2.46.29	13.04.15 1127 13.02.48 6.56 13.09.44 2.46.29 10.29.15 157.19	13.31.37 35.88 11 13.31.11 36.09 18.25 0.2283 22.23 112.18 0.3376 13.05.43 165.52 4058.57 2.30.52 83.26 4.86612 10.37.51 47.17 8.98098 159.28 2.24.10 6.42 2.30.52	13.02.27 44 13.01.48 6.57 13.05.40 2.30.52 10.37.48 159.27
1.12.03 37 30.55 11 1.11.23 31.06 18.10 0.2179 22.33 112.10 0.3335 48.53 161.16 4.21153 0.3.19 80.38 4.88126 45.34 49.32 9.14798 161.23 1/2 2.56.10 7.09 189 6.54 3.03.19 163 15 7.09 61.4	13.42.50 182 1.02 13.41.48 6.58 add 13.48.56 3.03.19 10.45.07 161.24 3/4	27.49 11 28.00 17.36 0.2082 112.02 0.3244 15.738 4.28769 78.49 4.85937 50.49 9.23082 14.39.30 42 3.14.53 14.38.48 22.30 3.22.27 14.16.18 2.22.27 10.58.57 163.28	14.10.28 11.12 14.09.16 6.58 14.16.14 3.22.27 10.58.47 163.27
4.36.40 24 30.31 11 0.2050 36.16 30.42 0.2248 22.32 17.28 4.28895 4.13.44 111.53 9.17178 3.09.18 160.03 3.01.20 04.26 49.19 7.158 66.06 1/2 3.09.18 7.44.03 1.016 14 7.58 10.16 11.224	14.07.25 1.00 14.06.25 6.58 14.13.43 3.09.15 11.04.05 60 660.05 4.664 166.01 1/4	11) 14.35.00 32.10 81 11 14.34.29 32.21 17.34 0.2074 22.35 111.43 0.3197 14.15.4 16.38 4.20302 2.58.52 80.49 4.87723 11.13.92 45.28 9.12976 168.12 11.13 12.20 struck two lost third could not strike	14.05.40 47 14.04.49 6.59 14.11.48 2.58.52 11.25.56 168.14
31.16 11 14.22.50 51 14.21.59 6.69 14.28.58 3.08.58 11.23.00 8.54.50 13.00 9.07	14.22.50 51 14.21.59 6.69 14.28.58 3.08.58 11.23.00 8.54.50 13.00 9.07	15.11.10 28 29.44 0.2118 15.10.48 17.45 0.3043 22.42 111.12 4.26737 14.48.58 158.41 4.88169 3.17.25 79.20 9.20068 11.80.43 49.36 3.07.50 7.80 3.17.20	14.41.40 43 14.40.54 7 14.47.07 3.17.20 11.30.37 172.39
15.26.25 0.38 28.25 10 25.47 28.35 17.24 0.2034 22.47 111.01 0.2990 03. 157.00 4.29966 25.33 78.30 4.88372 37.27 49.55 9.23862 14.22 3.1534 9.49 3.25.23 large 174.21	15.29.50 2930 31 10 15.29.20 2940 22.49 17.14 0.1975 15.06.31 110.67 0.2841 3.21.10 157.45 0.28577 11.48.21 78.52 9.7977 49.12 9.2422 176.20 3.10.58 10.12 321.10 large 176.19 3/4	16.24.30 3040 20 10 16.24.10 2050 22.51 16.58 10.07 16.01.19 148.23 4.07.25 7.41 11.53.54 53.21 178.28 1/2 0.1921 0.2874 large 4.43546 4.91434 9.08775 178.27 1/2 3.57.54 11.31 4.57.25	18) Crossed Meridian 15.39.25 31.42 0.1826 15.39.25 16.30 0.2818 15.39.00 110.25 4.26873 22.54 168.37 4.86882 15.16.06 79.15 9.18349 13.14.45 4736 3.03.55 12.01.21 10.50 60 3.14.45 4721.21 180.20 360.08 181.20 179.40

Tuesday, Stmr Jesse H Freeman John A. Cook Master
20 Jan shipped Monday as we crossed Indian

30.23 11 01752 3034 16.10 110.11 156.55 78.27 47.53 15.2250 176.59	01752 02752 430151 487028 9.21683 3.11135 1211.15 15.2250	358.25 34 3.5751 22.56 3.3453 15.2250 11.4753 176.59	21) 33.47 33.59 15.46 109.59 15944 79.52 45.58 2.5333 11.32 30705 12 Small 174.29	33.47 33.59 15.46 109.59 15944 79.52 45.58 2.5333 11.32 30705 12 174.29	3.23.00 3.22.06 7.02 32908 15.0705 113757 60 60 60 174.29	32) 3426 35915 40 3437 3.5835 23.01 3.3534 15.04.58 3.35.34 1129.24 172.21	3426 35915 40 3437 3.5835 23.01 3.3534 15.04.58 3.35.34 1129.24 172.21	3.29.00 3.28.00 7.02 3.35 15.04 485262 9.13369 2.53.10 1211.48 13.04.58	3.29.00 3.28.00 7.02 3.35 15.04 485262 9.13369 2.53.10 1211.48 13.04.58
4.01.30 4.31.30 07.57 5.27.00 1940 169.55 Small	30.11 30.22 15.46 109.82 15840 77.56 47.28 3.1538 12.12.04 15.2737	4.01.50 4.01.08 7.03 4.0801 15.2737 4.1936 169.54 3.1538 12.12.04 15.2737	24) 4.80-10 38 429.82 23.06 4.0626 15.18.52 4.06.26 11.1226 168.0612	4.80-10 38 429.82 23.06 4.0626 15.18.52 4.06.26 11.1226 168.0612	4.0032 1.38 3.59.24 7.04 4.06.28 15.18.52 11.1224 168.06	31.33 42 31.44 15.23 23.08 4.19.20 15.23.37 11.04.17 166.0414	31.33 42 31.44 15.23 23.08 4.19.20 15.23.37 11.04.17 166.0414	4.13.00 1.00 4.12.00 7.00 4.19.00 15.23.00 11.04.00 166.00	4.13.00 1.00 4.12.00 7.00 4.19.00 15.23.00 11.04.00 166.00
4.42.00 4.41.44 23.11 4.18.33 4.12.10 36 41134 7.08 4.1842 5.15.39 3657 4.44164.16	33.27 11 3338 15.08 108.48 15734 78.47 45.09 3.02.53 12 15.2537 4.18.33 10.57.16	33.27 11 3338 15.08 108.48 15734 78.47 45.09 3.02.53 12 15.2537 4.18.33 10.57.16	27) 18.27.08 18.34 2 1832 90 10832 4.57.22 40 4.56.42 23.13 4.3329 15.23.01 10.4932	18.27.08 18.34 2 1832 90 10832 4.57.22 40 4.56.42 23.13 4.3329 15.23.01 10.4932	4.27.32 11.03 4.26.29 7.05 4.3334 15.23.01 10.49.27 162.22	5.22.55 34 5.22.21 23.15 4.59.06 15.40.51 10.4145 160.26	5.22.55 34 5.22.21 23.15 4.59.06 15.40.51 10.4145 160.26	4.53.10 1.00 4.52.00 7.00 4.59.00 15.40.00 10.41.00 160.00	4.53.10 1.00 4.52.00 7.00 4.59.00 15.40.00 10.41.00 160.00
35.03 35.14 14.46 108 15800 79.00 43.46 2.58.04 12.10.20 131.124 15.11.24 4.38.41 10.3243 4.38.41	35.03 35.14 14.46 108 15800 79.00 43.46 2.58.04 12.10.20 131.124 15.11.24 4.38.41 10.3243 4.38.41	35.03 35.14 14.46 108 15800 79.00 43.46 2.58.04 12.10.20 131.124 15.11.24 4.38.41 10.3243 4.38.41	30) 5.28.10 49 5.27.27 23.20 5.04.01 15.28.10 77.80 44.46 3.11.57 12.13.30 15.25.27 4.04.01 10.21.26 15.2112	5.28.10 49 5.27.27 23.20 5.04.01 15.28.10 77.80 44.46 3.11.57 12.13.30 15.25.27 4.04.01 10.21.26 15.2112	4.57.25 24 4.57.01 7.06 5.04.07 15.25.27 10.21.20	31) 54.50 11 5.31.35 25 5.31.10 23.23 5.0747 4329 15.15.02 5.07.47 10.07.15 15.49	54.50 11 5.31.35 25 5.31.10 23.23 5.0747 4329 15.15.02 5.07.47 10.07.15 15.49	5.01.00 5.00.00 5.00.00 5.00.00 5.00.00 5.00.00 5.00.00 5.00.00	5.01.00 5.00.00 5.00.00 5.00.00 5.00.00 5.00.00 5.00.00 5.00.00
33.30 33.41 33.46 15.06 15.10 15.57 77.58 44.07 3.07.15 13.48 15.2103 5.24.56 9.56.07 149.02	33.30 33.41 33.46 15.06 15.10 15.57 77.58 44.07 3.07.15 13.48 15.2103 5.24.56 9.56.07 149.02	33.30 33.41 33.46 15.06 15.10 15.57 77.58 44.07 3.07.15 13.48 15.2103 5.24.56 9.56.07 149.02	21) 31.37 31.48 15.12 106.53 153.53 76.56 15.30.07 9.4815 146.19	31.37 31.48 15.12 106.53 153.53 76.56 15.30.07 9.4815 146.19	5.29.05 22 5.28.43 7.07 5.28.50 15.30.51 9.45.01 146.13 3.16.56 12.13.55 15.20.57	32) 6.38.10 49 6.32.11 23.37 6.08.34 15.43.47 9.45.13 143.4814	6.38.10 49 6.32.11 23.37 6.08.34 15.43.47 9.45.13 143.4814	6.00.00 6.00.00 6.00.00 6.00.00 6.00.00 6.00.00 6.00.00 6.00.00	6.00.00 6.00.00 6.00.00 6.00.00 6.00.00 6.00.00 6.00.00 6.00.00
30.54 17.39 15.22 15.35 23.28 23.37 46.03 3.19.00 14.21 15.28.21 6.16.07 9.27.14 141.46	30.54 17.39 15.22 15.35 23.28 23.37 46.03 3.19.00 14.21 15.28.21 6.16.07 9.27.14 141.46	30.54 17.39 15.22 15.35 23.28 23.37 46.03 3.19.00 14.21 15.28.21 6.16.07 9.27.14 141.46	21) 6.17.35 42 6.16.53 23.42 5.53.11 15.13.33 9.20.22 146.05 1	6.17.35 42 6.16.53 23.42 5.53.11 15.13.33 9.20.22 146.05 1	5.46.40 22 5.46.18 7.10 5.46.38 15.13.33 9.20.05 140.01 138.05	33) 6.27.35 11 6.26.30 20.26 6.26.51 15.13.33 9.12.19 138.05	6.27.35 11 6.26.30 20.26 6.26.51 15.13.33 9.12.19 138.05	5.56.00 5.55.00 5.55.00 5.55.00 5.55.00 5.55.00 5.55.00 5.55.00	5.56.00 5.55.00 5.55.00 5.55.00 5.55.00 5.55.00 5.55.00 5.55.00

Passage across Pacific Ocean to Kodiack April 1891

Stm J. H. Freeman J. A. Cole Master

17.25 52	33.48 10	5.45.18 30	5.50.50 52	44.07 16	4.28.46 32	4.50.05 46	38.46 11	4.02.04 10
16.33	33.53	5.44.48 6.22	4.59.38 25.29	44.17 41.32	4.28.13 6.22	4.49.19 6.21	38.57 41.24	4.02.04 20.30
25.27	41.03	128.77	5.51.10	4.34.29	126.77	4.55.41	82.54	4.53.33
51.06	84.25	20	15.17.10	4.34.29	235	14.52.52	163.13	12487
17.10	159.52	24253	9.26.00	2.11.40	169.54	9.57.11	81.87	334
26.04	79.56	88706	14.130	9.37.11	84.57	149.1734	42.40	16374
41.31	46.01	9.22743		144.18	40.38		83.106	147
		3.14.05			2.18.53		9.12301	
		3.05			2.47		2.50.56	
		15.17.10			2.11.40		1.06	
							2.52.52	
5.55.48 1.03	35.18 11	5.03.25 28	11) 5.18.15 1.01	36.51 11	4.45.55 30	4.38.30 11	40.34 11	4.06.20 40
5.34.45	35.29	12502	5.17.14	37.02	4.45.23	4.37.30	40.45	4.05.40
25.37	41.52	370	25.39	42.88	13330	25.41	42.37	6.19
5.09.08	82.32	24253	4.57.35	82.10	407	4.57.46	51.47	4.11.59
5.13.52	159.55	84528	15.03.46	161.50	4.19.30	4.11.49	166.10	14028
0.04.44	79.56	9.21953	10.12.11	80.53	4.34.05	14.33.22	83.05	408072
	44.27		15.3.23 1/4	43.53	9.17652	10.26.33	42.20	482830
						15.03.46	9.5376	15630
						4.57.46	2.37.16	1.06
						10.12.01	14.08.22	4.11.59
						15.3.14	10.26.23	
8.30 1	40.34 11	4.06.20 40	12) 4.33.30 1.02	40.28 11	4.01.20 42	3.47.34 1.04	44.26 11	3.15.18 40
37.30	43.37	14028	4.32.28	44.00	4.00.38	3.46.30	44.37	3.14.38
25.41	81.48	446	4.11.59	25.43	6.19	25.45	45.19	6.19
1.49	166.10	408072	14.38.22	4.06.45	14307	3.20.45	170.52	3.20.57
8.22	83.05	482830	10.26.22	14.39.24	487	14.07.30	87.26	14.07.30
26.33	4220	9.05376	10.32.39	42.23	9.06049	10.46.45	40.49	8.87342
6.38 1/4	2.37.16	156.353 1/4	158.9 3/4	2.38.33	14.39.24	161.41 1/4	2.06.55	161.38 1/4
	2.38.24			14.39.24	4.06.57		14.07.30	
				10.32.27	158.64			
29.23 1.01	42.50 11	2.56.07 38	17) 3.56.50 1.16	35.51 11	3.24.30 50	3.10.52 11	35.20 11	2.38.44
27.22	43.01	2.55.29	3.55.35	36.52	3.23.40	3.09.52	38.30	2.38.44
25.51	45.57	6.18	25.53	46.53	6.17	25.57	48.30	2.38.44
01.31	80.51	3.01.47	3.29.42	79.89	3.29.57	2.48.56	48.59	2.44.11
21.52	168.59	3.98298	2.21.52	162.84	3.08.16	2.49.18	165.58	14.49.11
20.21	84.29	482098	11.08.16	81.17	9.20401	2.06.23	82.69	12.06.02
70.05 1/4	41.28	8.96833	11.08.34	45.10	3.08.45	18.20.34	44.29	2.56.10
		2.22.02	170.01		12.24	174.343	12	18.1.10
		2.21.52			18.08.16		14.49.18	178.44
11.02	40.31	2.08.46	20) 2.08.10	39.40 11	1.58.48	3.19.38	30.31	2.47.11
1.09	40.42	2.08.01	1.03	39.51	41	3.19.38	30.42	2.46.11
39.53	49.09	18437	12.26.16	49.55	1.58.07	3.15.45	30.49	2.46.11
25.57	78.37	863	2.30.10	78.17	6.16	26.51	77.52	6.11
13.56	168.28	207	12.25.59	168.03	14.04.23	2.52.44	169.27	2.51.68
32.34	84.14	83808	14.04.21	84.01	2.37.38	3.40.27	79.43	8.40.2
11.22	43.32	9.03315	2.37.38	44.10	11.26.45	11.12.17	49.01	11.12.17
5.20 1/2 9/1		2.33.26	175.253	11.26.33	171.414	168.044	3.42.44	3.40.28
		2.32.34	171.38 1/4					
2.13.43	37.28 11	1.47.28 30	1.38.38	40.86 11	1.06.36 45	2.28.48	33.03 10	1.53.40
2.12.48	37.39	1.40.53	1.37.58	40.47	1.05.45	2.28.48	33.13	1.53.40
26.33	51.40	20744	6.15	50.12	6.15	2.28.48	33.02	1.53.40
46.45	77.06	01025	13.47.10	77.17	1.12.00	26.07	76.15	2.28.48
50.58	166.57	05717	2.50.58	170.16	2.26.10	2.22.57	163.11	1.53.40
5.5.47	83.27	85547	10.56.12	85.08	8.99649	10.46.50	81.05	1.53.40
163.56 1/4	45.48	9.18033	164.03	44.21	2.26.52	16.422	43.22	87556
		2.52.28	161.35 1/4		2.23.10		9.27.12	2.24.50
		2.50.58					2.24.50	
59.36	34.50 10	1.27.22 52	12.55.36	41.26 11	12.23.23	12.35.18	42.22	12.14.24
58.22	35.00	1.26.30	1.34	41.37	12.22.11	12.35.18	42.33	12.14.24
26.09	53.48	6.14	12.54.02	54.00	6.14	12.35.18	54.32	12.14.24
32.13	76.37	22870	13.32.44	76.19	23078	12.28.25	76.15	12.14.24
3.08.46	165.25	1196	3.08.46	171.56	1250	2.14.16	172.06	12.14.24
23.27	82.42	10402	10.23.58	85.58	84718	2.04.23	86.82	84164
15.5.57 3/4	47.42	86902	10.13.35	44.21	84450	10.14.09	43.57	837266
		9.21370	15.5.58		8.93496	15.3.32 1/4	2.06.47	
		3.10.50	15.2.23 1/4		2.16.30		2.24	
		2.04			2.14		2.14.23	

140	10 14.10 2.4.22 42 2.08.48 28.07 3.42.43 2.8.786 14.06.07 16.17	136.53 1.42.37 4.31 167.42 236.22 169.13 03376 3.9.7363 4.785.43 9.02904 2.32.41 4.53 2.37.36 11.03.01665	8.44.03 43 8.43.20 25.58 8.17.22 9.05.47 11.14.33 167.53 12 168.05 167.53 12 168.05 9.16540 9.00.02 5.47 7.05.49	8.11.51 23 8.11.32 5.41 9.17.13 9.05.19 11.11.24 167.57 12 168.03 9.00.02 5.47 7.05.49	4.19.30 58.26 169.50 4.18.30 157.26 25.11 78.43 3.53.19 49.33 4.33.21 11.19.58 169.57 20 10 29.11 29.22 58.35 72.23 169.20 80.10 50.48 4.08.35 4.14.38	58.26 169.50 157.26 281.09 2748 29.150 88137 9.48144 4.27.10 6.11 433.21 29.11 3.2 58.35 72.23 169.20 282.95 208.6 232.44 9.42832 4.14.38
add 12 11.03.01665	46.10 11 46.21 54.28 41.07 111.06 78.58 39.57 18.54.04 16.43	119.65 34 119.21 6.30 1.28.51 2.19 11.06.51 166.423 6.30 18.54.04 16.43	24 2.19.14 49 2.18.25 25.18 2.53.07 2.38.49 10.14.18 168.34	42.46 11 42.51 56.15 7.12.10 17.027 86.13 42.22 232.35 6.14 2.38.49	1.46.58 21 1.46.37 6.51 1.53.28 2.38.49 10.14.19 168.34 232.35 6.14 2.38.49	29.11 3.2 58.35 72.23 169.20 282.95 208.6 232.44 9.42832 4.14.38
Charcoal	43.11 10 42.22 58.06 70.53 17.12.16 87.10 43.40 2.04.42 5.54 2.5.36	118.20 32 1.14.53 33 1.21.23 2.08.36 11.13.47 168.57 2.04.42 5.54 2.5.36	3.11.00 51 3.10.07 25.25 2.44.11 3.82.02 11.42.42 168.10	34.02 11 34.13 57.48 73.10 165.11 82.35 48.22 9.27.82 3.26.14 5.48 3.32.02	2.38.45 26 2.38.19 6.34 2.44.53 3.32.02 11.12.51 1.20.21 2.10.50 11.09.31 167.22	42.22 11 42.33 57.33 73.43 178.49 86.54 44.21 8.86566 167.2
	40.10 11 44.21 57.21 74.34 172.16 86.08 45.47 8.97.07	1.26.40 30 1.26.10 6.36 1.32.46 2.27.31 11.05.15 166.18	2.53.13 1.11 2.52.02 28.29 2.26.33 8.18.10 11.08.23 167.05	34.24 11 34.35 57.12 74.52 166.39 83.19 48.44 9.23.46 3.13.08 3.18.10	2.20.50 48 2.20.57 6.36 2.26.43 3.18.10 11.08.33 167.08	1.17.4 2 1.17.2 6.3 1.26.879 01409 3.77310 46.17 2.13.88.91498 2.18
	46.56 11 46.07 57.18 76.25 174.50 87.23 46.18 1.55.23 4.09 1.59.32	1.10.10 24 1.09.46 6.38 1.16.24 1.59.32 11.16.52 169.13 1.55.23 4.09 1.59.32	28.690 58.54 10.53 299.00 927.63 9.82472 4.42.48 3.22 4.46.17	20.30 10 20.40 58.54 77.26 10.700 78.80 57.50 4.42.48 3.22 4.46.17	3.57.15 31 3.56.57 6.39 4.03.36 4.46.17 11.17.19 169.20	25.56 10 26.06 60.12 78.04 164.22 82.11 56.05 9.36872 3.50.25 3.01 3.23.26
	2.81 10 2.81 5.07 10.45 2.26 57.45 4.05 3.31 4.07.31	3.15.20 30 3.14.50 6.27 3.21.17 4.07.31 11.13.44 168.27 4.05 3.31 4.07.31	2.44.53 11.07 2.44.30 8.25.32 2.18.16 2.56.35 11.31.41 170.25	24.37 11 24.43 68.42 80.08 173.33 86.44 62.03 9.14370 2.55.10 11.25 2.56.35	2.12.05 52 2.11.43 6.28 2.18.11 2.56.35 11.21.36 170.24 2.55.10 11.25 2.56.35	2.06.15 52 2.05.20 25.33 1.39.47 2.47.05 10.52.42 163.10 2.46.51 14 2.47.05 168.12
	22.13 10 22.23 70.56 82.38 175.57 87.58 65.35 8.99879 2.27.15 42 2.26.33	1.14.05 25 1.13.31 4.29 1.23.02 2.26.33 1.58.04 163.52 11.05.55 166.06 42 2.26.33	1.29.40 67 1.28.43 28.34 1.03.09 1.58.04 163.52 11.05.55 166.06 42 2.26.33	22.26 10 22.36 70.30 84.06 177.12 88.36 66.00 9.82750 2.00.04 2 1.58.04	12.57.18 35 12.56.43 6.30 1.03.13 1.58.04 11.05.09 166.17 2.00.04 2 1.58.04	3.04 2 3.06 70 84.45 25.35 78.05 75.49 46595 183 428384 498656 9.70818 5.38.20 2.41 57.35.39

3.40.20	10.50	3.06.50	3.47.42	11.12	71.18	49402	3.1338	3.43	141	3.08.21
39.36	71.36	50080	11.12	71.18	49402	14	6.34	3.41.55	94.12	6.35
25.37	89.07	86816	3.46.40	91.27	3.89784	2.20.12	3.46.21	25.40	170.56	3.1350
13.59	151.33	98481	25.39	170.56	3.89784	495221	3.46.21	3.16.15	86.28	49104
40.26	85.46	9.38982	3.21.02	85.28	9.38121	11.33.07	3.44.40	9.54	117	3.89784
3.33	74.66	173.157	3.46.21	77.17	3.55	173.25	11.31.35	3.15	4,99322	172.54
73.23	3.47	11.3441	173.40	3.46.21	3.46.21		172.54	344.40	9.8827	11.30.20
	3.40.26						172.35		2.5535	10.57

9.00	8.2135	10)	7.33	1.45.22	11)	6.02	3.26.3
5.5.33	24	2.19.45	7.39	47	9.05.2	70.44	9.20
49	8.21.11	1.15	7.39	1.44.35	50	98.16	9.20
54.44	6.36	2.18.30	71.00	6.38	9.05.2	176.52	9.30
25.40	8.27.47	25.41	96.57	48736	1.57.13	25.42	48163
29.04	8.54.52	1.52.49	175.30	311	3.28.57	9.34.20	87.56
54.54	11.32.55	3.28.57	87.45	59396	11.22.10	9.11.47	51.04
3412	173.14	17.23.52	80.06	99348	170.34	11.22.33	499473
73.33	Correct	170.58	9.07790		170.34	170.35	9.08782

2.36.03	5.30	1.56.30	18)	9.18	1.57.34	21)	9.18	2.15.0
53	5.34	36	2.32.17	9.25	26	9.25	2.15.0	
30.08	69.57	15.5.54	52	6.2.43	10.2.03	9.25	2.15.0	
25.42	98.44	6.40	2.31.25	99.50	6.41	59.16	2.24.5	
1.4.26	46284	2.62.34	25.43	171.58	2.03.49	100.05	3.12.2	
2.47.32	100606	2.47.32	2.05.42	85.59	2.48.04	169.86	291.7	
1.16.54	174.69	3.70905	2.48.04	76.64	11.16.45	84.48	793	
9.13	87.04	499820	11.17.38	33876	168.86	75.23	3.91728	
	81.30	9.17315	169.24	643	Correct	495571		
	3.11.40		168.56	3,84539		9.24246		
	14.08		2.47.32	4.98795	3.02.50			
			Wrong 2 8.00	9.17853	14.46			
					2.48.04			

33.14	16.20	12.5736	171.07	30	29) Small Chrs 5 out
1.12	16.29	12.56.48	170.26	41	180 but in 56 days = 3
32.02	55.58	6.45		23, 28	daily rate 3.4 daily
25.45	103.18	1103.33		13	from 29
1.06.17	175.45	25206	11.21.44	11 2/3	
1.41.49	87.523	57084	170.26	12 3	
24.28	71.23	4.97666			
171.07	1.57.56	8.81137			
	16.07				
	1.41.49				

14.28	8.26.43	30)	11.07	2.13.25	31)	2.04.55	13.26	1.25.0
9	8.26.25	2.48.10	11.14	2.13.25	2.04.55	13.26	1.25.0	
23818	6.46	52	52.47	21837	2.13.25	13.26	1.25.0	
1282	8.33.11	2.48.18	103.59	1306	2.13.25	13.26	1.25.0	
79183	9.12.44	28.88	168	1923	2.13.25	13.26	1.25.0	
97779	11.20.27	2.19.40	84	58005	2.13.25	13.26	1.25.0	
02012	170.07	3.48.07	72.46	9.23071	2.13.25	13.26	1.25.0	
9.25.06	9.02.20	11.21.08		170.15	2.13.25	13.26	1.25.0	
16.12	35	170.15			2.13.25	13.26	1.25.0	
12.44	9.01.45				2.13.25	13.26	1.25.0	
	28.35				2.13.25	13.26	1.25.0	
	8.33.16				2.13.25	13.26	1.25.0	
	9.12.44				2.13.25	13.26	1.25.0	
	170.06				2.13.25	13.26	1.25.0	
	11.20.26				2.13.25	13.26	1.25.0	

170.15 3/4 both correct

20.04	11.00.40	8)	21.25	11.20.25			
10	20		21.25	41			
20.12	11.50.20	11.57.10	44.16	11.19.09			
45.12	6.49	11.01	106.44	6.07			
106.08	11.57.09	11.56.09	145.03	11.26.47			
171.04	2.10.22	29.09	172.05	21379			
85.47	9.46.47	11.27.09	86.17	3.81173			
65.38	146.42	1.59.51	64.42	4.95621			
2.26.38				8.93176			
16.16							
10.22	2.10.22						
46.36							

Radiak grounds June 1891 J. H. Freeman

Mon 1

Four part cloudy quite fresh breeze
S. E. corner A. H. until 11 A.M. then saw
Strom Deluga Capt Wicks came aboard few minutes
reports clear Alaska & Lydia in sight
Lat A.R. 58.30 N. Lon A.R. 149.24 W

Tue 2

Four part strong breeze E. rain
ship on different tacks steamd 6 hours
middle & latter part came boiling 2 bks & 2 schms
in sight
Lat A.R. 58.01 N. Lon A.R. 149.40 W

Wed 3

Four part strong breeze E. rain 2 bks
in sight middle part wind S.E. ship on port tack
under lower topsails boiling. latter part came
until 4 P.M. cleared some wind light E. finished
boiling.
Lat 57.12 N. Lon 149.30 W

Thurs 4

Four part wind light E. S. E. cloudy
middle part same steamd 4 hours. A. E. by A.
latter part fine wind S. E. light 1 bk & 2 schms in
sight ship heading. A. H. on star tack
Lat 57.35 N. Lon 148.42 W. 3 P.

Frid 5

Four part wind fresh W. ship close
hauled on port tack middle part same Kenai Penn
in sight latter part calm at 6 P.M. started straining
steamd until 11 P.M. straining S.E.
Lat 58.54 N. Lon 149.02 W

Sat 6

Four part calm straining to S.E.
middle part fine with light breeze S. W. spoke bk.
Northern light 3 Right whale reports Mars 3 & J.P.
Hest. latter part same 1 bk in sight boiling
Lat 59.13 N. Lon 146.57 W

Coal consumed Callie 8600 lbs Boilers 294700 lbs Total 136.5
On hand 193.5 tons.

Sun 7

Four part partly thick & calm J.P. Hest
Northern light 3 Mars in sight Hest boiling
middle & latter part same no bk steamd 4 hours

Montague & Chimell Islands June 1891

- Mon 8 Tow part partly thick wind N.E. light
3 barke in sight steamed & home at 12 M spoke
bk Lydia clam middle & better part char & fine
Muddleton island in sight lat 59.00 lon 146.22
- Tue 9 All three 24 hours calm steamed along
south side of Montague island from 9.30 until 4 P.M.
50 bar at 4 P.M. lowered 5 boats for long night
whale feeding came aboard at 6 P.M. without
success Cape Char N. N. W. 10 miles
lat 2 P.M. 59.30 lon 147.21
- Wed 10 Tow part calm Montague Island N.E.
15 miles 8 A.M. raised long Right whale, lowered
5 boats L.B.B. struck & saved him took alongside
cut etc better part wind S.W. light saw another
to windward steamed for him but lost run.
lat 4 P.M. 59.40. lon 148.28
- Thurs 11 Three 24 hours fine with light wind S.W.
3 Schme in sight sealine. Ship coming from Montague
to Chimell islands 3 P.M. started Hoisting, 5 P.M.
Cape Char from N.E. by N. 15 miles ship on star tack
heading S.S.E. No Obs.
- Frid 12 Three 24 hours fine wind light from S.W. 1 Schme in
sight at 9 A.M. raised long Right whale going quick to
by Capt A.M. B. Steamed 2 hours around boats lost sight of him
at 7 P.M. raised another lowered 5 boats L.B. struck
and saved him took alongside cut etc
lat 7 P.M. 59.40 N. lon 148.50
- Sat 13 Tow part calm at 5 A.M. saw two Right whales
lowered 5 boats returned to ship without success
by 14 steamed N.E. after them until 12 M. then made sail with
light breeze from S. steamed N.N.E. at 7 P.M. lowered 5 boats
for a small Right whale could not strike
Sun P.M. Seal Rocks S.W. by W. 21 miles.
- Coal aboard San Francisco 330 tons
consumed in Galley 9950 lb Boilers 312.800 lb. 144.88 tons
On hand June 14th 188.44

Cruising North Portlock Banks June 1891

Sunday June 14th

Four part partly thick with light
 air S.W. at 10 A.M. raised Right whale going
 quick to S.S.W. steamed until 12 m. then labored
 by 15 ft boats but could not strike latter part fine
 wind S.W. light
 Lat 57.34 Lon 148.50 W.

Mon 15

Four part fine wind light N. course
 S.W. along the land Middle part same latter part
 rain wind N.E. 1 Schur in sight
 Lat 57.57 N. Lon 150.14 W.

Tues 16

Four part partly thick wind N.E.
 Middle part same latter part calm
 Lat 58.12. Lon 149.00

Wed 17

Four part calm steamed N. 6 hours
 Middle part wind N. light course N.

Thurs 18

Four part fair weather wind N.E.
 light Middle part rain latter part rain wind
 light N.E. at 7 P.M. took fore up to soak.
 Montague N. N.E. 30 miles

Fri 19

Four part fine wind light N. ship on
 port tack employed washing fore Montague Island
 20 miles to N. Middle part same latter part strong
 breeze N.E. 7 P.M. came around on star tack
 washed all but 1/2 a head.

Sat 20

Lat 58.16 N. Lon 147.28 W.

Four part rain wind N.E. fresh finish
 washing fore steamed 6 hrs to N. at 11.30 tacked off
 Cape Klap Montague island Middle part same
 latter part partly clear 4.30 P.M. steaming with
 fore & left sails to N. by E. 1/2 E. 7 P.M. wooded
 islands N.W. 4 miles
 Coal report 182 tons on hand used 148 tons
 Galley 7300 lbs Boilers 31950 lbs

Prince William Sound Alaska

Sunday 21

Four part calm steamed into
Prince Williams Sound anchored off Oca station
3 P.M.

Mon 22

Got aboard 43 tons coal 300 bbls water
bundled 4450 lbs bows sent ashore for shipment
for Stmr Jannies John McGregor & McKenize
dressed

Tues 23

At 3 P.M. ready for sea waiting to catch
deerskins.

Wed 24

Caught John McGregor could not find
McKenize 2 P.M. went to sea 600 bbls water
9 P.M. passed dead whale with head cut off.
Capn Hinchinbrook S.E. by S. 8 miles course S.E. by E

Thurs 25

Four part calm under stars & fore & aft
sails Middleton Island sea other bk, bk Tannian
and 2 carcasses in sight Middle & latter part wind
light S.E. course S. by E. S.E.

Lat 57.20 Lon 145.52 2 P.M.

Frid 26

Four part wind light S.E. sailing course
S by E Middle & latter part wind S.E. ship on
port tack close hauled

Lat 58.00 Lon 147.22

Sat 27

Coal on board 216 tons aboard San Francisco 330
Reed Prince Williams Sound 42. total used 378 tons
Consumed 346900 lbs in galley 9650 lbs 156 tons
Four part wind E & E ship steering S. Middle part same
course N. latter part same

Lat 57.00 N. Lon 149.10 W

Sun 28

Four part wind light N. course N.
2 Whale backs in sight Middle part fresh breeze N.
rain squally Kodiak island in sight latter part
same running down east side Kodiak island 10 to 20
off shore plenty turnpicks

Lat 57.24 Lon 157.39

Passage to Bristol Bay June³⁰ July 1897

Mon 29th

Four part fine wind light S.E. running down S. end of Kodiak island Middle & latter part same

Tue 30th

Lat 56.15 N. Lon 154.07 W

Four part fine wind light S. course S. Ukamok island and 2 Schme in sight Middle part quite fresh breeze S. course S.W. latter part same course W. S. W.

Wed July 1st

Lat 4.45 P.M. 54.59 Lon 155.46

Four part fine wind S.W. light course W. S. W. Middle & latter part same until 4 P.M. wind hauled to W. light started straining steering S.W. 1 Whale bk 3 Schme & Shumagin islands in sight all day

Lat 54.18 N. Lon 158.48 W. 2.30 P.

Thurs 2

Four part calm cloudy straining W. S. W. Middle part light rain squalls wind S. straining with fore & aft sails out S.W. by W. 1/2 W. latter part same at 4 P.M. stopped strand course S.W. by W. main & gallant dail out

Lat 3 P.M. 53.55 Lon 163.10 W

Frid 3

Four part moderate gale with rain from S.E. at 6 A.M. turned S.W. by W. for Omirak pass Middle & latter part same anchored Onalaska at 12.15 P.M.

Sat 4

At anchor Onalaska harbor 5 P.M. bark Fernis Thompson came to anchor with coal for A.C. Co.

Sun 5

Onalaska harbor gave liberty to foot watch

Mon 6

At anchor Onalaska got 75 bbl water aboard Richard Bush came in with seals A.B. Marvin in tow.

Tue 8

Took 58 tons coal from Sk Canollton. Sknois arrived to day. clear

Bristol Bay

Thurs 9
 Four part rainy wind fresh S.E. at 10 A.M. weighed anchor proceeded to sea under full head of steam & sail at 1 P.M. stopped steaming course S. 24 by A. 1/2 S. Lat 54.31 N. Long 166.15 W. Hadd.

Frid 10
 Rain
 by Eldridge
 Four part rain strong breeze S.E. ship steamed until 2 P.M. then H.A.W. at 5 P.M. raised 3 Right whales lowered 5 boats L.B. had one missed got second gun in. Lat 57.25 N. Long 167.55 W.

Sat 11
 Rain
 by Eldridge
 Four part some rain squalls wind light S.E. at 8 A.M. raised four Right whales lowered 4 boats L.B. struck & saved one took alongside cut etc at 5 P.M. lowered 5 boats for cow & calf L.B. struck calf S.B. struck & saved one got alongside at 10 P.M. made fast for the night Lat 57.31 N. Long 168.04 W.

Sun 12
 Rain
 by Eldridge
 Four part rain at 3 A.M. hooked on to cut finished 2 P.M. bark Lydia came along reports 2 whales also reports Northern Right 11 S.P. Fleet 5, Stamboul 1, E.F. Heriman, Chan Alaska 2 Mare, 2. Tannulane 4 at 3 P.M. lowered 5 boats for four Right whales could not strike. Started no Lat 57.30 N. Long 168.05 W.

Coal recd San Francisco 330 Ocea Station 42. Cunalaikas
 Total 430 Consumed Gally 10350 lbs Boilers 38450 lbs 178 tons
 On hand July 12 252

Mon 13
 Rain
 by Eldridge
 All three 24 hours thick rainy and hazy with strong breeze S.E. down 3 boats at 4 A.M. for four Right whales could not strike lowered again at 1 P.M. for another could not strike lowered again at 5 P.M. for another could not strike, saw Lydia with boats down Lat 57.30 N. Long 168.00 W.

Tues 14
 All three 24 hours thick rainy wind S.E. strong until 3 P.M. then light engaged boiling steamed 6 hours 50 Revolutions Lat R.P. 57.35 N. Long R.P. 167.55 W.

Bering Sea July 1891

Wed 15

Raised by Capt Fog wind light S.E. ship on different tack's boiling Middle & latter part same, saw Park. 15 windward at 5 P.M. lowered 3 boats for long Right whale L.B. layhooked. took out 30 fathoms line he came out

Thurs 16

Fog part partly clear for an hour ship on star tack Park Lydia in sight wind S.S.W. light Middle & latter part thick fog steamers 20 miles S. Lat 12N 57.52 Lon 168. Deluga & 1 Ichneumon in sight 9 P.M.

Frid 17

Raised by Mark Fog part rain & thick ship on star tack wind S.S.W. fresh Middle & latter part same at 3 P.M. lowered 3 boats for long Right whale could not strike No Obs Lat N. 57.30 Lon 167.

Sat 18

Fog part thick fog wind S.E. 15-20 ship on port tack at 2 P.M. Capt went aboard Sammlane Capt Baker of Bendu was there Bendu 1 whale in Arctic ocean. at 7 P.M. went aboard Deluga 1 whale taken to day.

Sun 19

Coal consumed Gally 10650 lbs Oil 398100 lbs Total 184

Raised by Eldridge

On hand July 19 246 tons Total amount consumed 184

light air & calm Saw Deluga with boats down

At 3 P.M. lowered for long whale could not strike

At 6 P.M. spoke Leander 1060 Scales

7 P.M. went aboard Josephine & 20 fble sperm

Lat 57.18 Lon 168.30

Mon 20

Fog part cloudy quite fresh breeze E.S.E. corner S.W. until 8 A.M. lowered 4 boats for long Right whale L.B. dashed did not fasten 5 boats in sight with boats down & got whale Josephine was 1 of the three Lat N. 57.50 Lon N. 169.50

Tues 21

Fog part fog Middle same latter fog & clear by turns

Behring Sea July 1891

- Wed 22 Four part fog wind S.E. light at 4 A.M. spoke U.S.S. Mohican command Chronometre Middle part same latter part partly clear.
Lat 58.26 Lon 170.05 at 8 P.M.
- Thurs 23 Frid 24 Four part fog squalls & barke big 1st m in sight Middle & latter part wind S.E. light at 1 P.M. toward 4 boats for lone Right whale could not strike
Lat 57.05 Lon 167.30
- Frid 24 Sat 25 Four part light air S.E. big Albatrosses & Storm Petrels in sight Middle & latter part same 8 A.M. started steaming for Unalaska course S.E. by S. washed & bundled bones 2790 lbs.
Lat 56.25 Lon 167.41 at 2 P.M.
- Sun 26 Four part light wind E. course S.E. by S. Middle & latter part same partly thick at 5 P.M. anchored Unalaska 8 P.M. underrig steering A.H. landed for shipment 2770 lbs bone 26 Hurdles took aboard 38 boxes potatoes 7 onions Coal on hand 234.5 tons
- Mon 27 Four part fine wind S.E. light ship detained waiting for Chentire.
- Tues 28 Four part fine wind S.E. at 2 A.M. John Mc Guzer and Andrew Olsen arrived in charge of Deputy U.S. Marshall 7 A.M. took them ashore for trial 2 A.M. came aboard weighed anchor for whale ground corner A.H. 1/2 A.
- Wed 29 Rain & fog entire 24 hours wind S.E. light corner A.H. 1/2 A. until 5 P.M. then A. saw 1 Schur
- Thurs 30 Fog light air all quarters steamed 28 miles to A. A. E.
Lat 12 N. 56.15 Lon 162.94
- Frid 31st Calm thick fog until 12 M. then rain fresh breeze S.E. am of 24th Schur & 1 ship in

Behring Sea August 1891 Stmr.

Sat Aug 1st

Four part fog wind S.E. fresh
Middle & latter part same course N. N. W.
1 big & bark seen to day.

Sun 2^d

Four part fog wind S.E. at 10 A.M.
cleared up 5 ships in sight Middle & latter
part cloudy Belvedere and another sail steering
N. W. evidently for Arctic.

Lat 58.35 Lon 171.00 at 4 P.M.

Mon 3

Four part fog calm Middle part
cloudy light air S. course E. S. S. latter part
same

Lat 58.24 Lon 170.10

Tue 4

Four part fine wind light S. course
E.S.E. at 5 A.M. boat from Comm. Cutter Corwin came
aboard searched for sealskins found none went on
Beluga and big Alexander in sight Middle part
calm latter part calm steamed 4 hours

Lat 57.54 Lon 168.25 5 P.M.

Wed 5

Four part fog and calm Middle part
same latter part cloudy wind light S.E.
steamed 6 hours E. Lat 57.45 Lon 168 12 3/4 W.
at 8 P.M. gained Belvedere & Right whale

Thurs 6

Four part rain wind E.S.E. quite fresh ship
on port tack until 10 A.M. then tacked ship saw Cutter
Corwin Middle part cloudy. latter part partly foggy
plenty birds feed (etc) 8 P.M. tacked around on port tack
No Obs.

Frid 7

Four part fog wind S.W. spoke bark by dia
2 whale Middle & latter part cloudy run off
E.S.E. at 6 P.M. raised 2 Right whale lowered
5 boats W.B. started did not fasten

Lat 57.30 Lon 162.00 W

Sat 8

Four part fog wind S.E. light. Middle part
same at 11 A.M. raised 2 Right whale lowered 4
whale went off in fog latter part cloudy at 8.00 P.M.
5 boats for low whale W.B. started did not fasten

Lessee H. Therman John A. Cook Master

Sunday 9th August

Raised
by
W. Eldridge
by
W. P. M.

Four part fog ship on different
tackles wind S.E. light at 12 M. raised four Right
whale found 5 boats could not strike came aboard
at 5 P.M. 6 P.M. raised another stranded 1 hour came
in foggy did not see him again 202 tons coal on hand
No Obs.

Mon 10

Raised
by
Capt.

Four part rain fog middle part
cloudy light air S. Beluga in sight latter part calm
at 3 P.M. raised dead whale stranded 3 hours took a long side
6 P.M. cut in etc Lat 57.22 Lon 166.45.4 P.M.

Tue 11

Raised
by
Capt.

Four part rain until 7 A.M. then
fresh breeze and cloudy at 10 A.M. raised four Right
whale to windward stranded up lost run of him did
not know boats at 7 P.M. gained Beluga 2 whales
Lat 57.21 Lon 167.08 at 8 P.M.

Wed 12

Five all 24 he wind N. light Beluga
in sight at 7 P.M. finished boiling
Lat 57.00 Lon 166.11

Thed 13

Four part fine wind N.W. light stranded
4 hours N. middle & latter part same ship on star tack
close hauled Lat 57.25 Lon 166.30 at 2.30 P.M.

Thurs 14 Frid 15

Four part fine wind N.W. latter
part wind E.N.E. light spoke back Alaska 4
whales saw him with boats down No Obs.

Sat 15

Four part fine wind E.S.E. middle
& latter part same at 2 P.M. steered N. by S. until 8 P.M.
Plenty finbacks & birds Lat 57.32 Lon 167.00 2 P.M.

Sun 16

Coal on hand 196 tons Consumed 254 tons 506 tons in
Boiler 12700 lbs in Gally
Four part fine fresh breeze E.S.E. comes S.W. by N. middle
part fog. latter cloudy at 2 P.M. hauled to wind on
star tack heading N.N.E.
Lat 57.18 Lon 167.13 at 2 P.M.

Behring Sea August Steam Whaler

- Mon 17 Four part fine wind E. N. E. quite fresh at 5 P. M. saw back Josephine with boats down Middle part wind N. E. Josephine took whale alongside latter part same until 4 P. M. when came in thick fog 2 P. M. saw two Carcasses
Lat 58.10 Lon 168.48 2 P. M.
- Tues 18 Four part fine wind E. N. E. quite fresh breeze Middle part same latter part cloudy indications of a storm Alaska in sight boiling Lydia in sight
Lat 57.49 Lon 168.25 12 M
- Wed 19 Four part fresh breeze N. E. ship on star tack spoke back Alaska 6 whales taken 2 whales 16th Middle part same latter part wind N. N. E. at 8 P. M. furled light sails
Lat 58.54 Lon 169.30 at 8 P. M.
- Thurs 20 Four part fresh breeze N. ship on star tack topsails and courses set Middle & latter part same at 7 P. M. passed sealing line
Lat 59.37 Lon 171.39 at 3 P. M.
- Frid 21 Four part fresh breeze N. W. steamed 80 Rev to N. W. from 7 A. M. until 3 P. M. at 12 in sight Cape Despatch St Matthews Island Middle & latter part wind N. light 5 P. M. Cape Despatch
bore N. 10 miles course N. by E. Lat 58.10 Lon 171.39
- Sat 22 Four part light air N. corner N. by E. St Matthews Island in sight at 5 A. M. started steam 80 Rev. Middle & latter part nearly calm but new topsails at the main Lat D. R. 61.50 Lon 170.10
- Sun 23 Four part calm course N. by W. 80 Rev St Lawrence Island in sight Middle part light wind S. latter part same 2 P. M. passed N. E. cape St Lawrence island course N. by W. 2 W. under steam & sail
Lat 63.18 Lon 168.44
- Coal on hand 191 tons consumed 239 tons Boilers 517.600 lbs
Gally 13050 lbs Running trim 33.25

Jesse B. Furman John A. Cook Master

Nov 24 Fore part calm fine stopped at Kings
Island from 7 A.M. until 9. 2 canoes came off
traded for 14 fine boots few skins at 9.45 started
for St Clarence under Jingle bell anchored at 3 P.M.
started coal at once

Dec 25 Fore part wind N.W. light at 6 A.M. finished
coaling weighed anchor started for Nimrod under
Jingle Middle part fresh breeze N.W. corner N.W.
N. latter part thick fog sighted Nimrod 7 P.M.
anchored & end Nimrod 11 P.M. fresh breeze S.E.

Wed 26 Fore part wind S. light fog at 6 A.M.
got underway having got 42 fine boots some
Horn & Seal skins started for East Cape Middle
part calm & cloudy 10 A.M. anchored at whaling
1 steamer in sight to N. at 3 P.M. got underway
having got 50 Seal skin & Shute 4 Coats 2 Bear Skin
latter part wind N.W. light corner N.W. until
6 P.M. then N.W. by N. under Jingle bell

Thurs 27 Fore part light rain N.E. cloudy storm under
Jingle bell until 7 P.M. then 1 bell crew of 24 home
Middle & latter part same saw Killis & Finback
Lat 68.43 N. Lon 170.24 W. 3 P.M.

Frid 28 Fore part fog light wind N. at 3 A.M. made
the ice to S.E. N. of. Herd of Shoals 30 miles stowed along
E.N.E. along edge of ice Middle part calm rain
latter part strong breeze S.W. gained the Northern
light 11 Right whales taken on Radiak
Lat 69.55 Lon 170.25 A.P.

Sat 29 Fore part fresh breeze N. ship under full
sail going along edge of ice to N. & E. Northern
light in sight Middle & latter part same Capt
Dimmons from Northern light came aboard
Lat 70.06 Lon 167.56 2 P.M.

Sun 30 Fore part fine, stowing along ice with
Northern light Middle part same saw 5 sail gained
Abram Parker nothing since spring latter part stowed
Lat 70.25 Lon 165.35

Arctic Ocean September 1891

Mon August 31st

Four part strong breeze S. snow squalls
 Middle part cloudy latter fine wind light S.
 steamed from 8 A.M. to 3 P.M. at 7.30 P.M. went
 aboard Sea Ranger Capt Marvin reports no ice
 seen Lat 70.34 Long 162.25 at 5 P.M.
 Ice caps in sight

Tue Sept 1st

Four part strong breeze W. ship on
 starboard tack at 10 A.M. started steaming came
 out between the ice and Blossom shoals
 Ice caps & back Sea Ranger in sight
 latter part came stopped steaming at 5 P.M.
 on different tacks under topsail & foresail
 & more backs in sight Lat 70.36 N Long 161.30 W

Wed 2^d

Four part fine wind W. quite fresh
 4 backs in sight working to westward along the ice
 Middle & latter part came. No ice

Thurs 3rd

Four part fine wind W. light 4 ships
 in sight Middle part came steamed 4 hours
 went aboard Helen May & home latter part
 strong breeze S. 7 sail in sight
 Lat 70.56 Long 163.55

Frid 4

Four part strong breeze S. ship
 on different tacks under short sail 8 sail in
 sight Middle & latter part wind S.E. strong with
 rain.

Sat 5

Four part calm steamed to the
 ice Middle & latter part snow with strong breeze
 from W. 5 P.M. gained Foul Lane.

Sun 6

Sailed
 by
 Harris

Four part fine wind S.W. seven
 sail in sight saw 1 Bowhead did not lower boats
 Middle & latter part came steering to S. for
 Herald Island. 7 P.M. gained Helen May
 188 tons on hand

J. H. Furman John A. Cook Master

Mon 7 Four part fine wind S.E. light
middle part some better part same steering S along
edge of ice for Herald Island 10 ships in sight steamed
home Lat 2 P.M. 70.30 Lon 146.15

Tues 8 Four part fine wind S.E. light course
S.W. to N.W. along edge of ice middle & better part
calm steamed home Capt Baker from the
John P. West came aboard 2 hours this A.M.
Lat 3 P.M. 70.00 Lon 148.00

Wed 9 Four part rain wind S.E. quite fresh
course S.W. 10 ships in sight Lat at 5 A.M. 70. Lon 171.15
middle & better part same S.P.M. Lon 171. Lat 70.55
no ice seen of any amount to day.

Thurs 10 Four part fog wind S.W. light ship
on port tack four & aft sails & steam 80 Rev. At
10 A.M. chand up 4 sail and ice in sight.
stopped steam at 2 P.M. running S.W. along
ice until 7 P.M. when hauled aback
Lat 70.42 Lon 178.80 at 3 P.M.

Frid 11 Four part rain strong breeze S.E. steamed
6 hours off from ice middle & better part wind S.E.
light thick fog. ship on different tacks.

Sat 12 Four part wind moderate E. thick
fog middle part thick & cloudy by turns 6
ships in sight better part strong breeze S.
some rain thick fog. Lat 70.49 Lon 174.03

Coal on hand 138 tons consumed 292
20
158..

Sun 13 Four part wind strong S.E. steamed
70 Rev. until 4 P.M. 6 sail in sight middle &
better part same Lat 71.59 Lon 170.30

Mon 14 Four part strong breeze S.E. ship
steaming some middle & better part same
gained Andrew Hicke & Jane Gray 7 P.M.
Lat 71.54 Lon 170.

Arctic Ocean September 1891

- Tues 15 Four part fine cloudy wind E. N. light ship steering and straining S. N. by N. for Herald Island Middle & latter part same. at 5 P.M. raised 13 bars. Lat 5 A.M. 71.40 Lon 170.20 Lat 5 P.M. 71.30 Lon 172.45
- Wed 16 Five part fine wind light all the spoke J. P. West & Abram Barker reports several whales seen one taken by Josephine 10 inst. steamed all P.M. Herald Island in sight Lat 12 M. 71.33
- Thurs 17 Four part pleasant snow equally wind N. light spoke Deluga & Josephine latter to Bowhead and 3 Right whales. Formed 2 Right whales Middle & latter part same at 2 P.M. steering E true steam 4 hours 13 sail in sight No Obs.
- Frid 18 Four part snow equally wind S. N. spoke Behn Rosario Middle & latter part same saw 16 ships 3 with boats down.
- Sat 19 Four part snow equally wind S. N. light 10 sail in sight Middle & latter part same wind N. N. spoke Deluga and Rosario got keg butter from Rosario.
- Sun 20 Four part fresh breeze N. N. to N. Steu running S. with 12 sail along ice Middle & latter part same steamed 2 hours Herald in sight S. N. 40 miles Lat 71.36 Lon 173.16 4.30 P.M.
- Mon 21 Four part strong breeze N. N. N. steamed up through scattering ice tied up in company with Deluga latter part same steamed out at 5 P.M. 12 sail and Herald Island in sight Lat 71.45 Lon 174.45 8 P.M.
- Tue 22 Four part strong breeze N. N. lying around among strips of ice Middle part same latter part run off S. until 6 P.M. Lat 71.20 Lon 173.40 8 P.M.
- 16 sail & Herald Islands in sight

Wed 23

Four part some snow wind N.W.
light middle & latter part same gained the
Haw then Nantol Capt Shuck 2 others reports
Oca 3 having taken 1 at St Barren only one taken
up to 17th inst Grampius 19 May & Home 12
Lat 71.34 Lon 172.30

Thurs 24

Four part partly thick wind
light from N.W. 10 sail in sight 11 A.M. steamed
E. by S. for Herald Shoal 1 ship boiling 5 P.M.
spoke Beluga named Nantol looked for a
whale this A.M.

Lat 71.00 Lon 171 at 8 P.

Fri 25

Four part calm partly thick
squalls of snow steamed in company with
Beluga 8 house spoke (Vindler) had seen but
one whale Middle & latter part running
to S.E. along the ice

Lat 71.18 Lon 173.28 at 4 P.

Sat Sun 27th

Four part fresh breeze S. 7 sail
in sight spoke of Handren saw two ships lower
Boat Middle & latter part same steamed some

Lat 71.33 N. Lon 171.00 at 2 P.

Mon 28

Four part fresh breeze S. rugged
5 sail in sight middle & latter part same
ship on different tack

Lat 71.13 N. Lon 168.30 W

Tues 29

Four part partly thick wind
light S. 1 sail in sight middle & latter part thick
calm steamed 4 house N.W.

Wed 30

Four part fine wind N.W. N.
cloudy Middle & latter part strong breeze
N.W. at 2 P.M. raised 4 Downside toward
Boate L.S. truck and saved our cut etc
Lat about 71.25 Lon 172.00

Raised
by
Capt

Herald Island Arctic Ocean October 1891

Thurs Oct 1st Strong breeze S. W. saw Helen Man
with boats down spoke her at 7 P.M. had struck
and lost a whale today saw lots of them
Lat 71.30 Lon 172.00

Frid 2^d Fine light breeze S. 1 steamer with boats
down in sight also one schooner with boats
down 3 barke in sight
Lat 71.25 Lon 171.49 3 P.M.

Sat 3rd Four part fog for 2 hours saw 1 Bowhead
lowered if boats saw 1 Steamer (Baron) with boats down
also Jane Guy Middle & latter part fine wind
light S. several sail in sight working west along
the ice
Lat 71.10 Lon 172.35 5 P.M.

Sun 4th Four part fresh breeze S. spoke
Beluga At 7 A.M. lowered 4 boats for 2 Bowheads
came aboard without success saw 18 sail most
of them with boats down. At 3 P.M. and 5 P.M.
saw 2 Bowheads did not lower boats
Bal on hand 114.4 tons Consumed 318.6 tons

Mon 5th Four part fine wind S. very light
at 3.30 A.M. Bowhead came alongside did not
lower Middle & latter part same spoke 18 sail
in sight.

Tues 6th Four part fine wind N.E. light
Middle & latter part fresh breeze N.E. at
9 A.M. lowered 4 boats for number Bowheads
could not fasten saw 18 sail in sight take one
Lat 70.50 Lon 171.00

Wed 7 Four part strong breeze N.E. 9 A.M. spoke
St. Orca 6 whales 2 taken 15th inst Middle & latter
part same
Lat N.E. 71.00 Lon N.E. 170.00

Western whaling Arctic Ocean 1891 Oct

- Thurs 8th Four part fine wind N. light
Saw Orca in sight Middle & latter part same
gained Stone Balarna 4 whales.
- Frid 9th Four part fine Middle & latter part
same saw several ships with boats down toward 3
boats for 3 bowheads could not strike saw Stone
Orca & bark Hunter cutting
Leat about 71.01 Lon 171.30 about
- Sat 10 Four part fresh breeze N. 20 sail
in sight saw several Bowheads 4 P.M. toward
3 boats for two could not strike, saw Stone
Deluga & bark Hunter take one each
Middle & latter part same
Leat 71.00 Lon 171.00
- Sun 11 Four part fine wind light
Rained by Capt until 10 A.M. then thick fog until 3 P.M.
then partly thick until 7 P.M. 7 sail in
sight 8 A.M. toward for 30 Bowheads could not
strike
- Mon 12 All these 24 hours calm thick fog
saw the ice 7 sail 3 Stone spoke & Sea Breeze
reports clear.
- Tues 13 Three 24 hours moderate from
N. thick fog until 3 P.M. heard Bowhead
before daylight. Josephine Sea Breeze John &
Winthrop Stone Balarna & Belvedere in sight
at 4 P.M. Belvedere toward for whale did
not catch him
Leat N.E. 71.00 Lon 174.00
- Wed 14 Four part fresh breeze N. run off
to S. some Middle & latter part same Stone
Agwal Belvedere Balarna & Orca in sight Belvedere
had boats down spoke Tanhal 5 whales
Leat 70.32 Lon 169.57

Passage out of Arctic Ocean to Behring

Thursday 15th

Four part strong breeze A.E.
 snow at 8 A.M. steered S.E. by E for St Hope
 Middle & latter part same steamed to house under
 Jingle Belordur Oica Salarna & Stanokah in
 sight until 1 P.M.
 Lat 3 P.M. 62.51 Lon 168.46

Friday 16th

Four part strong breeze A.E.
 at 6 A.M. sighted Cape Friesburne bearing
 E.A.E. 20 miles Middle & latter part wind
 light A. 11 A.M. passed Point Hope 1/2 mile
 dist corner S. by E. until 6 P.M. then S. 1 sail
 in sight steering S 1/2 E. steaming P.M.

Sat 17

Four part calm at 6 A.M. East Cape
 Alomedis & Pinner of Hake in sight Middle part
 same 12 M passed Alomedis bearing S.S.E. under
 Jingle bell & Stone & 1 sail in sight astern
 Canoe came off from Pinner of Hake traded
 20 pr boots & shirts 12 Seal skins & 2 bear skins &
 1 bear skin coat latter part same steering
 S.S.E. under Jingle 6.30 P.M. passed King of
 Belard 85 Tons Coal on hand

Sun 18th

Four part wind light A.E. to S.E. corner
 steaming under Jingle Middle part same 8 A.M.
 passed A.E. Cape St Lawrence Island 1 P.M.
 Panuk island bore N. 10 miles corner S.E. 4 P.M.
 stopped steam steering S.S.W. with light breeze
 from A.E.

Lat 3.30 P.M. 62.48 Lon 168.56

Mon 19

Four part wind light A.E. corner
 S.S.W. Middle & latter part same cloudy 6.30 P.M.
 No obs Lat 4 P.M. 61.30 Lon 171.

Tue 20

Four part wind light A.E.
 St. Matthew Island bk Hunter Stone Salarna &
 Belordur in sight Middle & latter part same.
 1 P.M. raised lower right square. Salarna sent it
 at same time both ships covered boats Salarna
 200 lbs. Coal on hand steering S.W. 20 miles

Sea Store J. H. Furman John. A. Cook Master

Tue 21st

Four part fresh breeze North
frequent snow squalls course S.S.E. Middle &
batter part same course S.E. & E. 1 sail in
sight steering to the N.E.
Lat 57.16 Lon 170.39 W.

Thurs 22nd

Four part snow squalls wind very
light from N.W. to N.E. Middle & batter part same
steamed 6 hours turnbacks & finbacks zero to day
Lat 57.00 Lon 169 at 12 M.

Frid 23

Four part fine wind N.W. N.
light, Store steering E. Store Deluga in sight
Middle & batter part same steamed 4 hours
Lat 57.35 Lon 168.27 at 3 P.M.

Sat 24

Four part strong breeze N.W. N.
Middle & batter part same steamed 4 hours
Ship on star tack N.W. to heel fueled 6 hours.
2 sail in sight Lat 56.44 Lon 167 at 3 P.M.

Coal on hand Oct 24th 68.5 tons. Oct 18th 88 tons

Sun 25

Four part calm spoke Deluga.
Middle part same Batter part wind light
S. steamed 6 hours
Lat 56.36 Lon 168.08 3 P.M.

Mon 26

Four part light breeze S. thick
fog Middle & batter part same St George about
10 miles to S.W. supposed position

Tues 27

Four part strong breeze E. with
rain at 7 A.M. passed N.E. end St George
back Sea Ranger and Store Bear in
sight Middle & batter part same steamed
steering S. until 6 P.M.
6 P.M. About 40 miles S by N. from St George

Passage out of Behning Sea to
October 24 November 1891

Wed Oct 28th

Four part strong gale S.W. very
rugged ship on star tack under k.M. topsail
middle part moderating some steamed to Rev
to make good weather set k.M. topsail
Lat 53.55 Lon 174.15 at 4 P.M.

Oct 29

Four part rugged strong breeze S
steamed until 12 M. steering S.W. Middle
& latter part moderate with hail & rain
squalls heavy swell from S.W. ship under
Voore topsails heading S.S.W.
Lat 54.30 Lon 175.07 12 M.

Oct 30

Four part light wind N. at 12 M.
started 89 Rev steering S.S.E. Middle part calm.
under single bell since 5.30 A.M. Latter part
looking stormy wind backing on slowly from S.E.
course S.E. & S. under single bell. at 3 P.M. passed
S pt of Rhuginadak one of the four pts.
Lat 52.47 Lon 175.15 at 3

Oct 31st

Four part strong gale from S.E. under
single bell on port tack Mizzen & Fore
Staysails set at 6 A.M. wind suddenly hauled to
W stopped steaming steamed E.S.E. Middle part
fresh breeze & rough swell from S. course E by S.
latter part calm light S. course E
Lat 51.30 N. Lon 168.20 W

Nov 1st

Four part calm Middle part
equally light N. course E by S. Latter part wind
freshening from N.W. heavy swell from S.W.
Lat 50.27 Lon 167.10

Monday Nov 2nd

Four part strong breeze N.W. course
E by S. Middle & latter part same misty course
E by S. Scaped bone
Lat 48.27 Lon 166.00

San Francisco Story J. H. Freeman
November 1891

Tuesday Nov 3rd

Fair part cloudy wind N. N. W.
light course E. Middle part same, latter part
wind S. W. light course E. & S. employed scraping
out between decks

Lat 48.22 Lon 160 at 8 P.M.

Wed 4

Fair part strong breeze N. all sail
out course E. at 12 M. struck small carried away
M. M. topsail sheets pulled light sails latter
part same very rugged morning. E. under whole
topsails & foremast

Lat 47.30 Lon 156. 2.30 P.M.

Thurs 5

Fair part strong breeze N. course E.
6 A.M. set main, J. Gallant Sails Middle part moderating
some latter part equally fresh breeze N. N. W. course
E & S 248 miles past 24 hours Lat 46.28 Lon 150.00

Frid 6

Fair part light wind S. course E. & S.
middle part same latter part wind light S. E. 6 P.M.
light S. E. stood close hauled on star tack 170 miles

Lat 45.12 Lon 146.42

Sat 7

Fair part strong breeze S. E. stood under
lower topsails close hauled on star tack employed
washing ship Middle & latter part wind S. rain
course E. & S. washing ship aft

Lat N. E. 45.05 Lon 144.05

Sun 8

Fair part wind very light S. W.
course E. & S. Stopped from 12 midnight until 11 A.M.
under jingle Middle & latter part same

Lat N. E. 44.16 Lon 141.40

Mon 9

Fair part wind E. stemming from
2 A.M. until 10 A.M. Middle part rain strong
breeze E. S. E. ship under lower topsails on star
tack latter part light breeze N. started steam
at 4.00 P.M. course E. 80 Bars employed
throughout the day washing ship.

Lat N. E. 40.35 Lon 130.00

Passage from Behning Sea to San Francisco.

November 1891

Tues 10

Four part wind N. N. W. light
 course E. employed washing bone.
 Middle & latter part same finished washing
 Right whalebone painted muzzumast
 Kat 42.50 Hon Ab 138.00

Wed 11

Four part wind N. N. W. & N. W.
 course E. Middle part same finished washing
 bone. latter part same equally.
 Kat 41.50 Hon Ab 134.10

Thurs 12

Four part wind N. W. same equally
 course E. Middle & latter part same washed floats
 stored oil etc strained from 7 A.M. to 7 P.M.
 Kat 40.50 Hon Ab 130.40

Fri 13

Four part light breeze N. W. started
 steam at 5.30 employed bundling bone
 Middle & latter part fresh breeze course East
 finished bundling Bonehead 1870 Right whale
 2145 total 4457 total for voyage 11235
 Oil 786 bbls stopped steam at 4 P.M.
 Kat 39.32 Hon 126.46

Sat 14

Four part light breeze N. W. 6 A.M.
 sighted Godaga Head steering E. 2 Stuns & 1 Stun in
 sight Middle part same course E. E. several stuns
 1 Merchant ship in sight 2.30 P.M. passed Pt. Reyes
 4 P.M. hauled aback Pt. Reyes bearing N. W. 10 miles
 dist Taballon Pt Lobos hall in sight.

Sun 15

Light breeze N. E. at 7 A.M.
 passed Whistling Buoy 8.15 at Fort Point
 anchored Potrero 9.30 A.M.

41.53 11 4204 58.19 66.41 2109.04 57 167.04 46.21 21.46 07.55 0.13.51 53.27 3/4 27966 83.32 57.64 82098 9.18928 3.05.14 2.41 3.07.55 10.13.54 153.28 153.28 43.16 48.3574 9.37279 3.12.12 58 3.11.14 56.27 5 66.45 3.06.14 157.52 46.26 79.56 43.16 2.29.48 3.55.23 10.24.25 156.06 1/4 36.29 11 36.40 56.27 66.45 2.5754 10.24.21 156.05 7.25.45 33 7.25.12 46.31 6.38.44 8.07.47 10.30.54 1/2 2.14.37 35 2.14.02 57.41 2.19.43 3.55.23 138.43 79.21 42.57 42.57 4.26.72 4.83.25 9.38.23 8.04.42 2.45 16.43.27.47 3619 11 36.30 66.46 58.27 158.43 248.62 36.73 10.30 157 8.04.42 2.45 16.43.27.47 633.12 15 6.32.57 57.41 6.38 248.62 36.73 10.30 157 8.04.42 2.45 16.43.27.47	126.20 1.02 4.25.18 46.35 3.38.43 4.48.33 0.50.10 162.32 1/2 29.16 10 29.26 54.07 66.50 150.24 75.12 45.46 4.40730 4.85522 9.53121 4.45.15 3.18 4.48.33 3.33.38 40 3.32.58 57.40 3.38.38 4.48.33 10.50.5 162.31 162.31 4.40730 4.85522 9.53121 4.45.15 3.18 4.48.33 July 2 3.06 1.06 3.04.54 46.49 2.18.05 8.11.12 11.06.50 166.42 1/2 4.09.01 3.07.20 3.52.5 3.11.12 42.07 11 42.19 56.29 67.04 165.51 82.55 25792 0.8576 4.09.01 4.51.35 3.52.5 3.11.12 2.13 42 2.12.18 5.39 2.17.07 8.11.12 17.06.45 166.44 11.10.23 167.35 1/4 2.38 58 2.37.05 46.54 1.50.11 2.39.48 170.02 85.01 39.23 4802.44 9.04556 2.35.45 4.03 2.37.48 3 45.27 11 45.38 57.17 67.07 170.02 85.01 39.23 4802.44 9.04556 2.35.45 4.03 2.37.48 1.45 3 1.44.20 57.3 1.50.0 2.39.48 26722 35.60 39.4030 4802.44 9.04556 2.35.45 4.03 2.37.48	48.10 54 2.47.16 47.17 1.59.57 2.34.38 11.25.21 171.22 45.16 11 45.27 57.46 67.40 170.57 3386 85.28 40.013 480822 9.01289 2.29.45 4.53 2.34.38 1.54.34 28 1.54.06 57.38 1.59.44 2.34.38 11.25.21 171.16 2 169.27 169.23 4 3.05.16 52 3.04.24 47.32 2.16.52 2.59.03 11.17.49 169.27 169.23 4 11.13.2 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662 1.11.32 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662 1.11.32 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662 1.11.32 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662	48.10 54 2.47.16 47.17 1.59.57 2.34.38 11.25.21 171.22 45.16 11 45.27 57.46 67.40 170.57 3386 85.28 40.013 480822 9.01289 2.29.45 4.53 2.34.38 1.54.34 28 1.54.06 57.38 1.59.44 2.34.38 11.25.21 171.16 2 169.27 169.23 4 3.05.16 52 3.04.24 47.32 2.16.52 2.59.03 11.17.49 169.27 169.23 4 11.13.2 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662 1.11.32 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662 1.11.32 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662 1.11.32 34 1.10.58 169.28 1.16.34 2.57.03 11.17.01 168.18 84.09 4.08265 4.08269 9.13662	9.53.05 1.24 9.51.41 48 9.03.41 9.42.37 11.21.04 170.16 45.32 11 45.43 56.40 68.58 171.21 85.40 39.57 8.97589 8.58.43 57 8.57.46 57.35 9.03.21 9.42.37 11.20.44 170.11 170.44 56.45 69.12 169.08 84.08 47.23 2.06.50 20 2.06.30 57.35 2.12.5 2.49.32 11.22.4 170.38 387629 482026 9.08681 2.06.50 20 2.06.30 57.35 2.12.5 2.49.32 11.22.4 170.38 387629 482026 9.08681 2.06.50 20 2.06.30 57.35 2.12.5 2.49.32 11.22.4 170.38 387629 482026 9.08681 2.06.50 20 2.06.30 57.35 2.12.5 2.49.32 11.22.4 170.38 387629 482026 9.08681	4.31.18 46 4.30.32 48.14 3.42.18 4.20.32 11.21.46 170.26 1/2 31.15 10 31.25 36.20 49.35 77.41 47.15 4.14.25 6.07 42032 3.36.43 0.6 3.36.14 57.34 3.41.4 4.20.32 11.21.4 25621 2918 2934 36.579 44365 4.14.25 6.07 42032 3.36.43 0.6 3.36.14 57.34 3.41.4 4.20.32 11.21.4 25621 2918 2934 36.579 44365 4.14.25 6.07 42032 3.36.43 0.6 3.36.14 57.34 3.41.4 4.20.32 11.21.4 25621 2918 2934 36.579 44365 4.14.25 6.07 42032	3.28.30 50 3.27.40 48.19 2.39.21 3.27.20 11.12.11 168 1/4 38.50 58 69.47 163.37 81.48 42.58 4.15421 483351 9.25675 2.33.48 28 2.33.20 57.34 2.39.54 3.27.20 11.11.34 167.33 167.33 4.15421 483351 9.25675 57.48.50 40 57.48.09 48.23 4.59.42 5.58.36 11.01.10 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11	3.28.30 50 3.27.40 48.19 2.39.21 3.27.20 11.12.11 168 1/4 38.50 58 69.47 163.37 81.48 42.58 4.15421 483351 9.25675 2.33.48 28 2.33.20 57.34 2.39.54 3.27.20 11.11.34 167.33 167.33 4.15421 483351 9.25675 57.48.50 40 57.48.09 48.23 4.59.42 5.58.36 11.01.10 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11	3.28.30 50 3.27.40 48.19 2.39.21 3.27.20 11.12.11 168 1/4 38.50 58 69.47 163.37 81.48 42.58 4.15421 483351 9.25675 2.33.48 28 2.33.20 57.34 2.39.54 3.27.20 11.11.34 167.33 167.33 4.15421 483351 9.25675 57.48.50 40 57.48.09 48.23 4.59.42 5.58.36 11.01.10 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11	3.28.30 50 3.27.40 48.19 2.39.21 3.27.20 11.12.11 168 1/4 38.50 58 69.47 163.37 81.48 42.58 4.15421 483351 9.25675 2.33.48 28 2.33.20 57.34 2.39.54 3.27.20 11.11.34 167.33 167.33 4.15421 483351 9.25675 57.48.50 40 57.48.09 48.23 4.59.42 5.58.36 11.01.10 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11 4.54.15 31 4.53.44 57.33 4.59.17 5.58.36 11.00.41 165.10 54.29 2.4872 0.2578 48920 9.1160 9.65440 5.56.20 6.11
--	--	---	---	--	--	---	---	---	---



15
14
13
12
11
10
9
8
7
6
5
4
3
2
1



25
26
27

2

28

29



